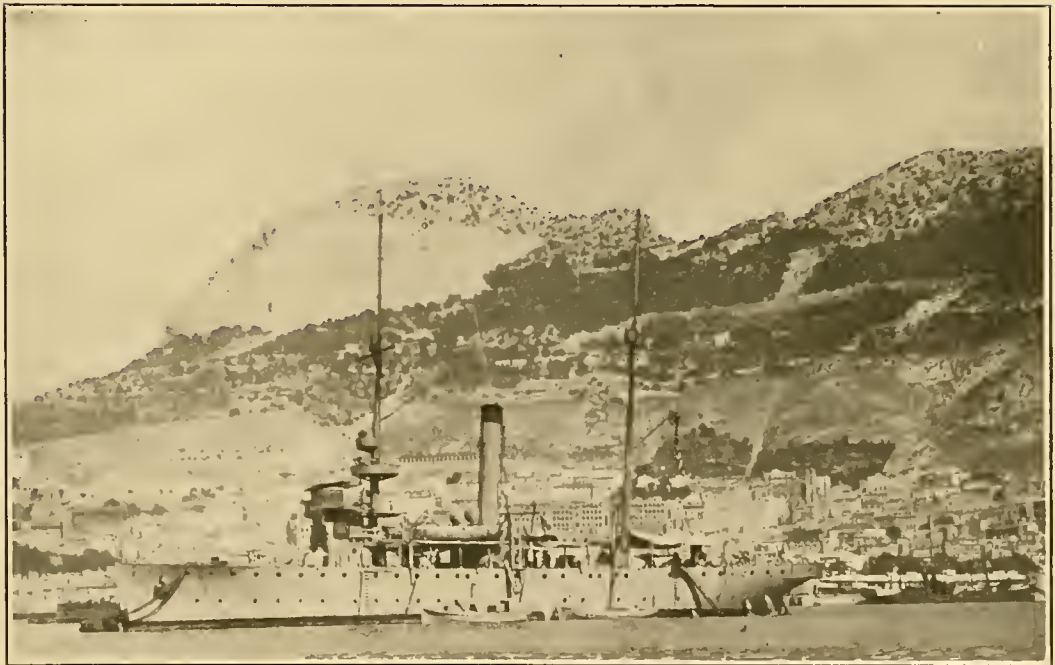




**WAR LOG OF  
U.S.S. SACRAMENTO**



The Cruise  
of the  
U. S. S. SACRAMENTO



Sacramento at the Base.

From Declaration of War, April 6th, 1917  
to  
Arrival at New Orleans, January 8th, 1919

Copyrighted 1919  
By C. L. BOYER

To  
Our present and former Commanding Officers  
WILLIAM WINTON GALBRAITH,  
Commander, U. S. Navy  
THOMAS TINGEY CRAVEN,  
Captain, U. S. Navy

MAR 10 1919

## PREFACE

In presenting this book to the Crew of the U. S. S. *Sacramento*, we have striven to make it an everlasting souvenir of facts. It is hoped that in years to come you will look over its pages with very pleasant memories of having done your bit for Old Glory in the world war, on one of Uncle Sam's happiest and most efficient gunboats.

### COMMITTEE

#### *Representing Divisions*

C. L. Boyer	J. Dombrowski
W. H. Cook	C. C. Furcron

#### *Data Compiled by*

G. C. Hall	A. J. Shannon
R. J. Mullan	C. F. Hagen
J. E. Piersol	

### *D A T A*

Built by Cramp's Shipyard, Philadelphia, Pa.  
Keel laid July 8, 1912.  
Commissioned, April 26, 1914.

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Length, 226 ft., 2 inches.  
Beam, 40 ft., 10 3-8 inches.  
Speed, 14 knots (12.5 miles).  
Steaming radius, 7,000 miles.  
Displacement, 1431.47 tons.  
Engine, Vertical type, 3-cylinder, triple expansion.  
Boilers, Two Babcock & Wilcox; coal burning.

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### *BATTERY*

Three guns, 4 in., 50 caliber, B. L. R.  
Two guns, 3 pounder.  
Two guns, 1 pounder  
Machine guns, 8 Colt's, 2 Lewis, 2 Bennett-Mercier.

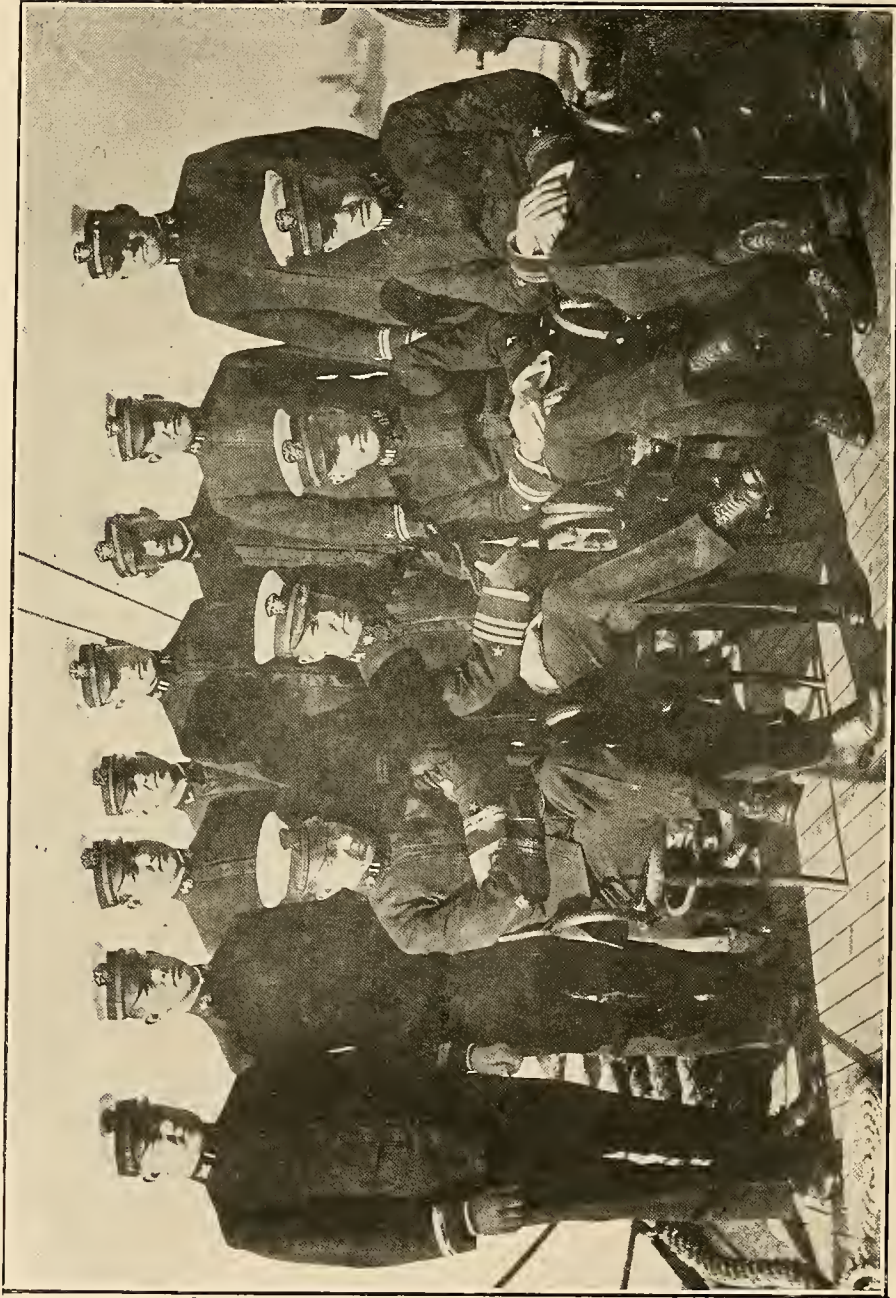
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### *COMPLEMENT*

12 Officers                      182 Men

#### NOTE

Although the matter is of particular interest only to those on board the U. S. S. *Sacramento*, the following is noted: This vessel, the first of the American Navy to arrive in these waters after the entrance of the United States into this war, has been also the first to penetrate into the Mediterranean, and to operate along the coast of the Barbary States since the time of the conflict of the United States with the pirates of the region, during which many of the traditions of our service was given birth.



Officers of the Sacramento.

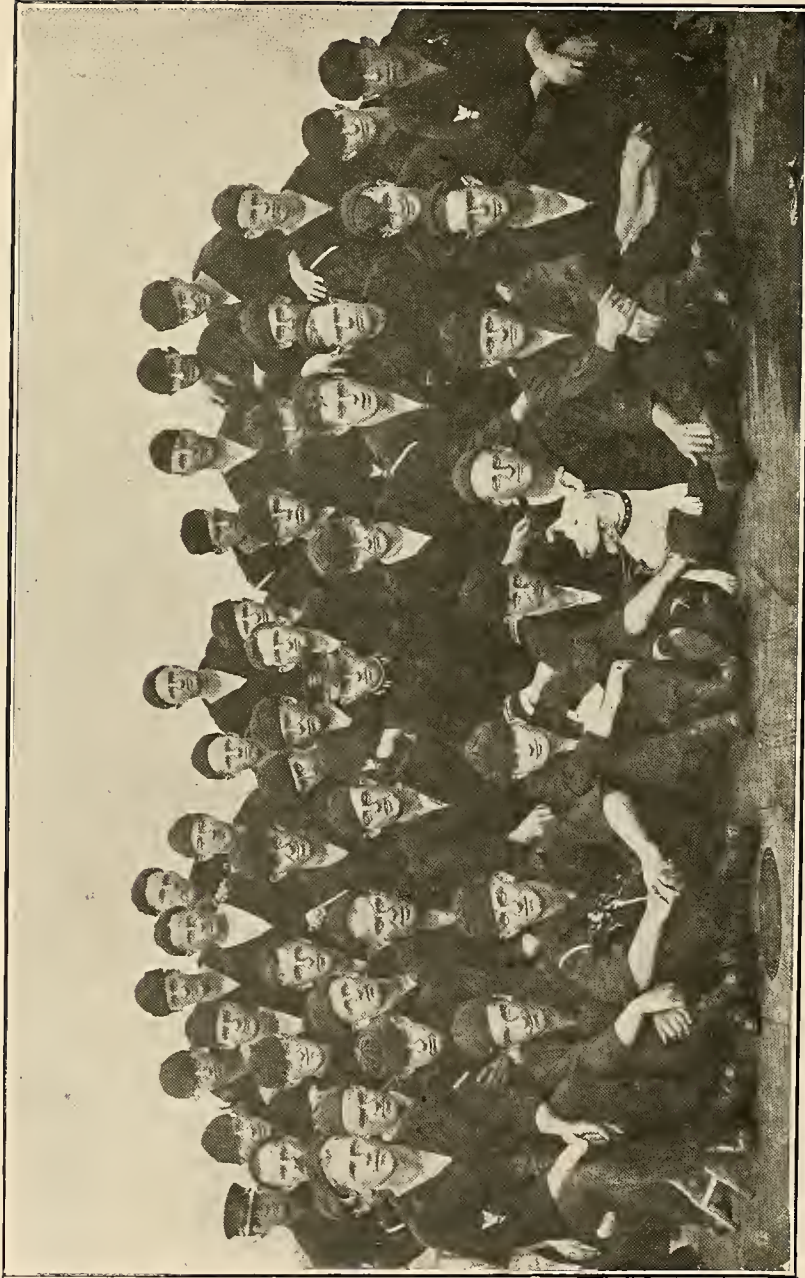


## PERSONNEL.

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From April 6, 1917, to December 2, 1918

Attached	Officers	Detached
Jan. 22, 1917	Commander, Thomas T. Craven, USN	
Feb. 1, 1918	Commander, William W. Galbraith, USN	Jan. 15, 1918
Feb. 5, 1916	Lieut. Commander George J. McMillin, USN	
Apr. 26, 1914	Lieutenant Herbert R. A. Borchardt, USN	Mar. 3, 1918
Apr. 3, 1916	Lieutenant William R. Wright, USN	Sept. 24, 1918
Mar. 9, 1917	Lieutenant James M. Quinn, MC, USN	
June 30, 1917	Lieutenant Earl L. R. Bailey, PC, USN	
Mar. 4, 1916	Lieutenant Zeno W. Wicks, USN	May 1, 1918
Dec. 7, 1916	Lieutenant Lyman B. Hoops, USN	Nov. 12, 1917
July 4, 1917	Lieutenant William S. Garrett, USN	
July 4, 1917	Lieutenant Harold G. Eberhart, USN	
Feb. 21, 1918	Lieutenant (T) James M. Berlin, USN	
May 8, 1915	Lieut. (jg) Charles L. Austin, PC, USN	July 5, 1917
Jan. 25, 1918	Lieut. (jg) Edgar A. Vey, NNV	Aug. 2, 1918
Apr. 13, 1917	Lieut. (jg) Waldrip C. Edwards, NNV	Nov. 15, 1917
Aug. 30, 1918	Lieut. Schuyler Dillon, USN	
Nov. 13, 1918	Lieut. (T) Charles H. Bowman, USN	
Aug. 31, 1918	Lieut. (jg) (T) Frank H. Storms, USN	
May 21, 1918	Ensign Norman White, USNRF	
July 21, 1917	Ensign Schuyler F. Cumings, USNRF	
Apr. 11, 1917	Ensign Clifford F. E. Ward, NNV	Nov. 16, 1917
Apr. 17, 1918	Ensign Warren D. Wood, USNRF	July 23, 1918
Apr. 13, 1917	Ensign Warren C. Graham, NNV	Feb. 1, 1918
Apr. 26, 1914	Boatswain Philip Gleich, USN	Apr. 16, 1918
Apr. 6, 1916	Machinist F. Hannon	July 7, 1917
Apr. 7, 1916	Machinist William H. Wright, USN	Feb. 10, 1917
Mar. 25, 1917	Carpenter (T) Charles B. Kanode, USN	
July 25, 1915	Carpenter (T) William H. Cook, USN	
Apr. 13, 1917	Pay Clerk (T) Joseph E. Sundberg, USN	Oct. 10, 1918



Sacramento's First Division.

## PERSONNEL.

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Received	Men	Rate	Transferred
Mar. 26, 1917	Abadie, John	Sea. 2c.	July 13, 1917
Dec. 3, 1914	Adame, Frederick J.	Eng. 1c.	Nov. 15, 1918
June 27, 1917	Ahearn, George D.	E. 3c-r	Sept. 25, 1918
Apr. 2, 1917	Albro, Floyd	W. T.	
Nov. 1, 1916	Allen, Lewis L.	Sea.	June 1, 1917
Mar. 23, 1916	Andrews, Eldred	SK 2c-g	
Mar. 27, 1917	Armbruster, Albert A.	Sea.	
Apr. 26, 1914	Archer, Stanley	C. M. M.	June 8, 1918
Apr. 5, 1916	Arenas, Luis	E. 2c-g	July 15, 1917
Oct. 8, 1918	Arthur, John T.	SC 4c.	
Apr. 30, 1917	Atwood, Carl	Sea.	Sept. 17, 1918
Mar. 12, 1917	Autrey, Louis W.	QM 3c-g	Sept. 25, 1918
Nov. 2, 1916	Bailey, John E.	F. 1c.	
Oct. 16, 1917	Bailey, Oscar	MAtt 1c.	Oct. 3, 1918
Oct. 12, 1918	Baker, Lara C.	Sea. 2c.	Oct. 12, 1918
July 11, 1917	Barnes, Joseph C.	Y. 2c.	Aug. 2, 1917
Mar. 12, 1917	Barnes, Samuel	MAtt 3c.	
Nov. 16, 1918	Barraca, Gerardo	MAtt 3c.	
July 19, 1917	Bates, Dennis Owen	Eng. 2c.	
Apr. 25, 1914	Baun, Alan St. C.	Sea.	Apr. 9, 1917
Nov. 1, 1916	Beasley, Charles A.	Sea. 2c.	
Aug. 3, 1918	Bentley, Joseph H.	Bmkr.	
May 2, 1916	Bell, John H.	BM 2c.	Sept. 25, 1918
July 11, 1917	Bell, Loid B.	B'smth 2c.	July 31, 1918
July 16, 1918	Bernard, Mayer	F. 2c.	
Oct. 30, 1918	Blair, Luke A.	Sea. 2c.	
Mar. 6, 1916	Blanchard, Thomas F.	MM 1c.	Nov. 29, 1918
Apr. 30, 1917	Boutin, Arthur J.	F. 2c.	
July 12, 1917	Boyer, Charles L.	C. M. M.	
July 19, 1917	Braley, Oscar R.	SK 3c-g	Oct. 5, 1918
Apr. 4, 1917	Bresnahan, Joseph T.	SC 1c.	Jan. 24, 1918
Mar. 12, 1917	Broglin, Ernest	MAtt 3c.	
Mar. 8, 1915	Brommer, Harry F.	SC 1c.	
Apr. 13, 1917	Brown, Emmett B.	E. 3c-r	Apr. 19, 1918
May 2, 1916	Brown, William H.	F. 1c.	Jan. 27, 1918
Oct. 30, 1918	Brown, John L.	Sea. 2c.	
Dec. 6, 1917	Brown, Earl J.	Sea. 2c.	
Mar. 23, 1916	Brunner, Theodore R.	Oiler	July 13, 1917
Oct. 30, 1918	Buscaino, Francisco	MAtt 3c.	
Oct. 30, 1918	Buyo, Fructuoso	MAtt 3c.	
Apr. 8, 1916	Carlin, William	BM 2c.	June 8, 1918
Oct. 12, 1918	Carter, John F.	F. 3c.	
June 27, 1917	Caruso, Charles	Sea. 2c.	Mar. 20, 1918
July 9, 1917	Catchot, Joseph E. J.	Sea.	
July 14, 1917	Chambers, John A.	Sea.	Sept. 26, 1918
Apr. 30, 1917	Clary, Roy A.	Sea. 2c.	June 10, 1917
July 3, 1918	Clemens, Charles B.	E. 1c.	
Apr. 29, 1916	Clough, Victor H.	Cox	Nov. 15, 1918
Feb. 14, 1916	Collins, Timothy A.	Eng. 1c.	
June 23, 1917	Condry, Martin M.	Sea.	
Nov. 15, 1915	Cornel, Mariano	WRCK	
Mar. 15, 1917	Couder, Melvin J.	Sea.	
Apr. 2, 1917	Cousins, Francis E.	Sea.	
June 2, 1917	Crawshaw, Ralph E.	C. Y.	July 8, 1917
July 18, 1917	Cullinan, Michael	Sea.	
June 2, 1917	Cullinan, William H.	Y. 2c.	July 8, 1917
Apr. 29, 1916	Dalrymple, Epenetus W.	BM 2c.	
July 9, 1917	Davies, William	Sea.	
Aug. 11, 1916	Davis, Bert	Eng. 2c.	Sept. 25, 1918
May 2, 1916	Dawe, John E.	Sea. 2c.	July 13, 1917
Nov. 12, 1914	Deberst, James H.	Cab. Std	
Oct. 3, 1918	DeBose, George L.	MAtt 2c.	

## PERSONNEL.

Received	Men	Rate	Transferred
Jan. 29, 1918	Demille, Earl J.	F. 1c.	Nov. 29, 1918
Apr. 3, 1917	Dibos, Kenneth St. J.	Sea.	
Apr. 26, 1914	Dombrowski, James	C. B. M.	
Aug. 20, 1915	Donnelly, Clement J.	Eng. 2c.	
June 9, 1917	Donovan, Matthew	F. 1c.	
Nov. 17, 1914	Doolittle, Carlos J.	C. Y.	Apr. 14, 1917
Sept. 10, 1918	Durgin, Chester E.	Sea. 2c.	
May 21, 1918	Douge, Leland R.	Sea. 2c.	July 2, 1918
Apr. 10, 1916	Dowd, Leroy A.	C. E.-r	Feb. 14, 1918
Mar. 23, 1917	Dupre, Eldridge C.	Sea. 2c.	July 4, 1917
Oct. 21, 1914	Duszynski, John J.	F. 1c.	July 20, 1917
Sept. 10, 1918	Early, Harold F.	Sea. 2c.	
July 19, 1917	Eldridge, Lloyd	Sea.	
Feb. 10, 1916	Ellis, Carl R.	BM 2c.	Sept. 26, 1918
Apr. 11, 1916	Enos, William J.	F. 3c.	June 9, 1917
Apr. 6, 1917	Fahning, Joseph C.	GM 1c.	
Mar. 25, 1917	Faigelman, Philip	C. P. M.	
Sept. 10, 1918	Fagan, Daniel F.	Sea. 2c.	
Oct. 12, 1918	Faulknor, Francis W.	Sea. 2c.	
Feb. 4, 1918	Fitzsimmons, Stephen G.	Sea. 2c.	
Oct. 30, 1918	Fleming, James A.	Sea. 2c.	
Feb. 14, 1916	Flowers, Robert M.	Cox	
July 12, 1917	Flynn, Joseph L.	MM 2c.	Nov. 17, 1917
Nov. 6, 1916	Foley, Joseph A.	Oiler	July 20, 1917
Aug. 11, 1916	Foley, William J.	C. B. M.	
Aug. 7, 1914	Ford, Samuel S.	PM 2c.	
July 19, 1917	Fowler, Oscar L.	F. 1c.	Jan. 31, 1918
Mar. 13, 1916	Fox, Alexander	C. M. M.	
Jan. 29, 1918	Franck, Arthur M.	F. 1c.	
Dec. 23, 1915	Freeman, Frederick E.	Stg. Ck	Nov. 15, 1918
June 27, 1917	Froewiss, Robert A.	Sea. 2c.	
July 19, 1917	Furcron, Charles C.	GM 1c.	
June 9, 1917	Gardiner, George A.	Eng. 2c.	
July 24, 1915	Garrity, Sylvester J.	Sea.	June 8, 1918
July 19, 1917	Garvey, Leslie A.	Sea.	
July 19, 1917	Gehringer, Joseph	GM 3c.	
July 12, 1917	Gerlach, Louis P.	SF 1c.	
July 9, 1917	Gillen, Arthur	Sea.	
Mar. 25, 1917	Gingrich, Earl F.	MM 2c.	Sept. 26, 1918
Apr. 9, 1917	Giovanna, Emile C. J.	Sea.	
Mar. 12, 1917	Glenn, Taylor T.	BM 2c.	Nov. 29, 1918
July 19, 1917	Goebel, John R.	Cox	
Apr. 12, 1917	Goebel, Malcolm A.	A. S.	July 13, 1917
Feb. 10, 1917	Gordon, Thomas F.	C. M. M.	May 25, 1917
Sept. 10, 1918	Grass, James H.	MM 2c.	
Apr. 5, 1916	Griggs, Fred I.	F. 1c.	June 10, 1917
Sept. 19, 1918	Grimm, Frank	SC 4c.	
Apr. 30, 1917	Gruebel, Joseph J.	Sea. 2c.	July 13, 1917
Mar. 23, 1916	Hagan, Edward H.	BM 2c.	Nov. 17, 1917
Mar. 28, 1917	Hagen, Charles F.	Y. 1c.	
Jan. 29, 1918	Haigwood, Rufus B.	Sea.	Nov. 29, 1918
Mar. 19, 1917	Hall, George C.	CY	
June 9, 1917	Hall, Clarence F.	Bugler	Dec. 10, 1918
Jan. 29, 1918	Hall, Neil M.	Sea. 2c.	Nov. 29, 1918
Sept. 10, 1918	Hallis, Alex	MM 2c.	
Mar. 29, 1916	Halvorsen, Olaf	C. Q. M.	
Mar. 5, 1917	Hammond, Stacy Y.	QM 2c. (S)	
Mar. 14, 1916	Hartwig, Victor	F. 1c.	
June 21, 1917	Hawkins, Henry M., Jr.	MAtt 3c.	Nov. 17, 1917
Apr. 5, 1916	Hazard, John W.	Sea.	Feb. 3, 1918
Apr. 11, 1916	Hennessy, Joseph B.	Cox.	Dec. 12, 1917
June 12, 1917	Heyburn, Frank H.	C. Std	

## PERSONNEL.

Received	Men	Rate	Transferred
Feb. 4, 1918	Hinchcliffe, Lee N.	P. M. 2c.	Feb. 8, 1918
Mar. 31, 1917	Hines, James B.	Sea.	
Apr. 14, 1917	Hirsch, Isidore	Sea. 2c.	Nov. 15, 1918
Nov. 15, 1915	Hixson, Melvin A.	CM 1c.	Jan. 26, 1918
Apr. 1, 1917	Holder, Thomas B.	PM 2c.	July 15, 1917
July 9, 1917	Hoxie, Melvin W.	HA 2c.	July 21, 1918
Apr. 27, 1914	Huff, Paul T.	E. 1c-g	Nov. 29, 1918
Nov. 23, 1914	Hurney, John N.	Eng. 1c.	Sept. 26, 1918
Oct. 21, 1914	Illing, Louis	BM 2c.	Jan. 31, 1918
Mar. 13, 1917	Jacomet, Edward P.	F. 1c.	
Apr. 7, 1917	Jarrard, Aca D.	Bkr. 1c.	
Apr. 13, 1917	Jones, Espy J.	Sea.	
Apr. 6, 1917	Jungeblut, Emile A.	Sea.	
July 14, 1917	Kane, Robert I.	Eng. 2c.	
July 24, 1915	Kelly, Walter F.	QM 3c.	June 8, 1918
Feb. 4, 1918	Kennedy, Aubrey H.	F. 2c.	
July 14, 1917	Kiernan, Francis	F. 1c.	
July 11, 1917	Kittell, John E.	Eng. 2c.	Jan. 31, 1918
July 19, 1917	Kline, Harry DeForrest	Ptr. 1c.	
Aug. 1, 1917	Knadler, Charles	W. T.	Sept. 26, 1918
Dec. 3, 1914	Kohrs, Robert H.	Sea.	July 15, 1917
July 11, 1917	LaClair, Roy M.	E. 2c-g	Sept. 26, 1918
Aug. 11, 1916	Lax, Herbert	Eng. 1c.	Nov. 27, 1918
Mar. 24, 1917	LeBlanc, Lawrence S.	A. S.	June 19, 1917
June 26, 1917	Lhoste, Oscar E.	Sea.	
Oct. 12, 1918	Liese, William L.	Sea. 2c.	
Apr. 4, 1916	Logan, George W.	Eng. 2c.	
Aug. 20, 1915	Lucas, Charles	Sea.	July 15, 1917
Mar. 15, 1917	Lynch, Patrick W.	Sea.	
Dec. 3, 1914	Macgregor, Harold A.	MM 2c.	Apr. 14, 1917
Apr. 26, 1914	Mackey, William F. A.	Stg. Ck	Aug. 28, 1918
Feb. 4, 1918	Madison, Frederick W.	E. 3c-g	Feb. 12, 1918
Mar. 21, 1916	Mahaney, Frederick	P&F	July 15, 1917
Dec. 3, 1914	Manuel, Zacarias	WOCK	Sept. 26, 1918
Mar. 23, 1916	Maurer, William	C. W. T.	
Aug. 11, 1916	McAdams, Donald R.	Sea.	May 12, 1917
Dec. 3, 1914	McCoy, William J. B.	Sea.	Feb. 3, 1918
Apr. 26, 1914	McDonough, Walter J.	C. G. M.	
Apr. 29, 1916	McKenzie, Henry	Cox.	Nov. 29, 1918
Oct. 30, 1918	McKusic, Arthur M.	Sea. 2c.	
Apr. 2, 1917	McLaughlin, Joseph J.	F. 2c.	
Feb. 4, 1918	Mead, Joe T.	Sea. 2c.	July 2, 1918
July 11, 1917	Meredith, Edward G.	Cox.	
Mar. 28, 1917	Meyer, Louis	F. 1c.	
July 19, 1917	Middleton, John M.	Sea. 2c.	
Mar. 23, 1916	Miller, William J.	E. 2c-g	July 15, 1917
Mar. 15, 1917	Minesinger, Bert R.	F. 1c.	Nov. 29, 1918
Mar. 6, 1916	Mitchell, Charles E.	Bkr. 1c.	July 5, 1917
May 2, 1917	Mitchell, Isadore	WRCK	
Aug. 3, 1918	Mizokami, Sada	WRStd.	
Apr. 26, 1914	Mohr, William H.	Y. 1c.	Dec. 12, 1917
Mar. 12, 1917	Moore, Julius S.	Sea.	
Apr. 8, 1916	Moore, Nicodemus	C. M. A. A.	June 8, 1918
Apr. 3, 1917	Morgan, Russell W.	Y. 3c.	
Apr. 11, 1916	Morressy, John E.	Y. 1c.	Sept. 14, 1918
July 19, 1917	Muldoon, John J.	Sea.	July 19, 1917
Apr. 10, 1917	Mullan, Richard J.	QM 1c.	
Apr. 26, 1914	Munson, Theodore H.	QM 2c.	Nov. 17, 1917
July 12, 1917	Musilli, Charles A.	Sea.	Sept. 26, 1918
Dec. 3, 1914	Myrtle, Robert J.	Sea.	July 15, 1917
Apr. 7, 1917	Navarro, Arnold P.	Cox.	
Apr. 26, 1914	Neal, Eugene A.	F. 1c.	Nov. 17, 1917



Sacramento's Second Division.

## PERSONNEL.

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Received	Men	Rate	Transferred
Apr. 11, 1917	Neary, Thomas R.	F. 3c.	May 12, 1917
Apr. 6, 1917	Neumeyer, Julius P.	Bkr. 1c.	
Jan. 29, 1918	Nimergcod, William E.	F. 1c.	
Oct. 30, 1918	Noble, Edward J.	Sea. 2c.	
Nov. 8, 1915	Noetzel, Osear O.	C. Y.	June 18, 1917
July 19, 1917	Norman, Arthur O.	E. 1c-g	
Mar. 6, 1916	O'Brien, William D.	F. 1c.	Sept. 26, 1918
Sept. 27, 1918	O'Brien, Paul J.	Y. 3c.	
July 12, 1917	O'Connor, William J.	F. 2c.	Feb. 20, 1918
Feb. 16, 1916	Olsson, Emil H.	BM 1c.	
Sept. 10, 1918	Payonk, John J.	Sea. 2c.	
Aug. 6, 1916	Penaverde, Julian	WRStd	July 20, 1917
Sept. 10, 1918	Peterson, Elmer C.	Sea. 2c.	
Aug. 29, 1918	Petree, Harry H.	Sea. 2c.	
July 12, 1917	Phelps, Leonard E.	F. 1c.	Jan. 31, 1918
Mar. 23, 1916	Phillips, Heber	B'smth	July 20, 1917
Nov. 25, 1914	Phillips, Glen T.	BM 2c.	Nov. 15, 1918
Mar. 19, 1917	Pierpont, Roy V.	Y. 2c.	
Jan. 29, 1918	Pierce, William F.	Sea. 2c.	
Mar. 26, 1917	Pierce, Joseph	Sea. 2c.	July 13, 1917
July 8, 1917	Piersol, John E.	Y. 1c.	
Aug. 23, 1915	Powers, Jeremiah F.	BM 1c.	Nov. 27, 1918
Mar. 6, 1916	Protheroe, Alfred W.	Eng. 2c.	Sept. 25, 1918
Oct. 11, 1918	Purple, Sammie M.	Sea. 2c.	
Dec. 20, 1914	Rasmussen, Rasmus	E. 3c-r	May 4, 1917
Apr. 23, 1918	Raub, Richard H.	HA 2c.	
Mar. 23, 1916	Rautio, Enoch A.	E. 1c-g	
July 19, 1917	Raymond, Samuel L.	QM 2c-g	
Apr. 2, 1917	Reboul, Theophile T.	E 3c-r	June 20, 1917
July 12, 1917	Reeves, James E.	C. M. M.	
Feb. 4, 1918	Renacker, Tom M.	F. 1c.	
Apr. 29, 1916	Ringrose, Leo L.	QM 3c-g	
Apr. 29, 1916	Robb, Joseph L.	Sea. (S)	Sept. 26, 1918
Dec. 3, 1914	Roth, Albert	Eng. 2c.	July 19, 1918
Apr. 8, 1916	Rowan, Charles H.	C. Y.	July 20, 1917
July 18, 1917	Rowe, Edwin H.	QM 3c. (S)	Nov. 29, 1918
Mar. 14, 1916	Rozen, Martin	F. 2c.	June 26, 1917
Mar. 20, 1917	Sandrock, George H.	Sea.	
Mar. 27, 1917	Schalla, Albert E.	C. E.	July 21, 1917
Mar. 13, 1917	Scott, Alvin F.	Sea. 2c.	Sept. 20, 1918
July 19, 1917	Scully, Andrew J.	QM 2c-g	
Oct. 12, 1918	Seel, Edison F.	Sea. 2c.	
July 19, 1917	Sendel, Edward	Sea.	
Oct. 30, 1918	Severson, Walter	Sea. 2c.	
June 2, 1917	Sevilla, Teopilo	MAtt 1c.	July 8, 1917
Aug. 2, 1917	Shannon, Arthur J.	Y. 1c.	
Sept. 10, 1918	Shannon, Walter T.	Sea. 2c.	
Oct. 15, 1915	Sharp, Edward	C. C. M	Nov. 16, 1918
Apr. 29, 1916	Shea, Timothy J.	Sea.	
Mar. 29, 1916	Sheehy, Edward	MAA 1c.	Apr. 22, 1917
Apr. 14, 1916	Sherman, William A.	Sea.	Aug. 28, 1918
Oct. 30, 1918	Shoemaker, George H.	Sea. 2c.	
Mar. 28, 1916	Shroad, Fred W.	Y. 1c.	July 21, 1917
July 11, 1917	Shults, Philip C.	E. 1c-g	
June 20, 1916	Sigvaldson, John M.	E. 1c-g	July 2, 1918
Oct. 30, 1918	Simmons, Howard W.	Sea. 2c.	
Apr. 14, 1917	Simons, Paul W.	QM 2c-g	Sept. 9, 1918
Oct. 12, 1918	Sirrine, Sam M.	F. 3c.	
Nov. 6, 1916	Skornik, David	F. 1c.	Sept. 26, 1918
July 19, 1917	Slater, John A.	F. 2c.	Nov. 29, 1918
Mar. 11, 1916	Smart, Oscar P.	CCStd	Nov. 16, 1918
May 2, 1917	Smith, Edmund L., Jr.	SC 1c.	Nov. 29, 1918

## PERSONNEL.

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Received	Men	Rate	Transferred
June 9, 1917	Snyder, Miles E.	F. 1c.	
Feb. 4, 1918	Sokolowski, Joseph J.	F. 1c.	
May 11, 1918	Spellman, John P.	Sea. 2c.	
Mar. 13, 1917	Spickert, Wendel A.	F. 1c.	
Sept. 10, 1918	Stassin, Alfred C.	Sea. 2c.	
Nov. 15, 1915	Stephens, Harry L.	GM 2c.	Sept. 26, 1918
Nov. 30, 1918	Stewart, Leslie E.	E. 3c-r	
Oct. 12, 1918	Stoker, Carl H.	Sea. 2c.	
July 20, 1917	Stoll, Edward B.	C. E.-g	
Mar. 23, 1916	Swan, William A.	C. W. T.	
Apr. 12, 1917	Swetman, John M.	Lds. E.-r	July 15, 1917
Sept. 10, 1918	Swift, Orville	Sea. 2c.	
Aug. 24, 1915	Sweeney, James J.	BM 2c.	Aug. 29, 1918
Sept. 20, 1918	Tanbe, Elmer A.	Sea. 2c.	
Sept. 10, 1918	Theuner, Clyde M.	Sea. 2c.	
Sept. 18, 1918	Timken, William H.	E. 3c-r	
Sept. 10, 1918	Tipton, Orland L.	Sea. 2c.	
Mar. 13, 1917	Toulme, John V.	Sea.	Sept. 26, 1918
Mar. 20, 1917	Trahan, Louis	Cox.	
Sept. 10, 1918	Treiber, Leo	Sea. 2c.	
Apr. 26, 1914	Turcott, Royal A.	F. 2c.	July 20, 1917
Mar. 31, 1917	Tymecki, Arthur	Csmth	Nov. 16, 1918
Dec. 4, 1914	Uhl, Edward L.	Bugler	June 9, 1917
July 19, 1917	Vandenburgh, Elmer	Sea.	
Oct. 30, 1918	Vandevagt, Wynand J.	Sea. 2c.	
July 10, 1917	Vegliacich, Calvin F.	Sea.	
Mar. 20, 1917	Vergona, Thomas	Sea. 2c.	May 23, 1918
Apr. 7, 1917	Vinent, Frank T.	BM 2c.	
July 2, 1918	Vogel, William	Sea. 2c.	
Jan. 28, 1918	Von Hacht, Fred	F. 1c.	Sept. 26, 1918
May 20, 1916	Waddell, Robert F.	Bmkr.	Aug. 6, 1918
Apr. 26, 1914	Wagner, Fred P.	Oiler	Nov. 17, 1917
Oct. 12, 1918	Wallace, Fay H.	Sea. 2c.	
Feb. 4, 1918	Walsh, Frank L.	Sea.	
July 12, 1917	Walsh, Daniel J.	Sea. 2c.	
Feb. 4, 1918	Warman, Frederick W.	E. 2c-g	
Dec. 3, 1914	Washington, Chester	WRStd	
Sept. 13, 1918	Wassalo, Charles	Sea.	
Oct. 12, 1918	Weis, Edward J.	Sea. 2c.	
Apr. 30, 1917	Weiss, Samuel	Sea. 2c.	July 20, 1917
Apr. 9, 1917	Wesbey, Harold J.	A. S.	July 13, 1917
Mar. 23, 1916	Whited, Enoch V.	QM 1c.	Nov. 17, 1917
Apr. 29, 1916	Whitten, George A.	Sea. 2c.	July 13, 1917
July 19, 1917	Wiggins, Charles M.	CM 3c.	
Sept. 10, 1918	Wiley, Harold W.	Sea. 2c.	
Sept. 10, 1918	Williams, Lester D.	Sea. 2c.	
July 19, 1917	Williamson, John P.	E. 1c-r	
Mar. 30, 1917	Wilson, William	Y. 2c.	
Sept. 10, 1918	Withers, John A.	Sea. 2c.	
Mar. 26, 1917	Wood, William S.	MM 1c.	Nov. 29, 1918
May 23, 1918	Woods, Forest G.	QM 1c. (S)	
Apr. 30, 1917	Woodward, Walter J.	Sea. 2c.	July 20, 1917
Nov. 1, 1916	Wright, Frank E.	F. 1c.	
Sept. 10, 1918	Wyman, Stiles L.	Sea. 2c.	
Dec. 3, 1914	Zabel, Walter	GM 2c.	Nov. 15, 1918
Sept. 10, 1918	Zanders, George	Sea. 2c.	
Sept. 10, 1918	Zeine, Henry	Sea. 2c.	
July 9, 1917	Yeisley, Charles T.	Sea. 2c.	Dec. 12, 1917



# WAR LOG.

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APRIL, 1917.

On April 6, while moored to the dock in the Naval Station at Algiers, La., a boarding party in charge of Lieutenant (J.G.) H. R. Borchardt left the ship at 3:15 A. M., in company with U. S. Coast Guard Cutter Davey and the tug Samson, with orders to take charge of interned German steamers, Breslau and Andromeda, following a declaration of war between the United States and Germany. This duty was performed, and the party returned aboard at 5:10 A. M.

At 1:50 P. M. a general muster was held, and the Bureau of Navigation's radio message No. 13106, declaring that a state of war existed between the United States and the Imperial German Government, was published.

On April 12 we took on board 273 tons of coal, and on April 15, at 9:33 A. M., we got under way, dropping down the Mississippi to anchorage off the Quarantine Station, where various drills were held. At 8:21 P. M., of the same day radio message No. 20015 was received from New Orleans, ordering the Sacramento to proceed to the vicinity of Newport, and there report to the U. S. S. Birmingham for duty. We got under way at 9 o'clock, and darkened ship at 10:40. On the following day the crew were exercised at drills of all kinds, and on the 17th we held target practice. We passed numerous steam and sailing vessels, among which was the S. S. Royal Arrow, which we overhauled at 10:15 A. M., of the 18th. Sea watches were placed as ordered and the crew was drilled continually until, without further incident, we went into Newport Harbor on April 22d. From there we proceeded to the coaling dock at Melville, R. I., where we took on board 164 tons of coal.

On the 23d we proceeded to anchorage off Goat Island, got under way again shortly, and stood out to sea. On the 24th we stopped the Dutch S. S. Maartendyk and the British S. S. Kalomo; both were allowed to proceed after an examination, and on the following day the Norwegian S. S. Ramsholm was examined and passed. During the day the crew was instructed in various matters, and the ship swung for compass correction. Signals were exchanged with the U. S. S. Aylwin and the U. S. S. Kearsarge. On the 26th the Danish S. S. Frisia, and on the 27th the Dutch S. S. Mizar and Mercurius were spoken and allowed to proceed. During the day the crew exercised at all general drills.

On the 28th a steamer was sighted which disregarded all signals to stop, and put on full speed ahead. We gave chase, firing two 4-inch shells, and ordered the U. S. S. Terry, which was near, to give chase also. The Terry overhauled the steamer, which turned out to be the Dutch S. S. Hector, at 7:20 A. M., and permitted her to proceed after an examination. Later in the day the Dutch S. S. Oostdijk and the Noordijk were spoken and passed. On the 29th we intercepted the Norwegian S. S. Hercules, which was allowed to proceed after examination by boarding party. In the afternoon of the same day we examined and allowed to proceed the Danish S. S. Lilleborg and Frederiksborg, and in the evening hailed the American cargo steamer J. M. Duffy, which was also permitted to proceed. On the 30th, while proceeding to the coal dock at Melville we passed and spoke the U. S. S. Vesuvius. We took on board 131 tons of coal and anchored off Newport at 3 P. M.

Total miles steamed during month, 3,180.2.

Days under way, 16.

#### MAY, 1917.

During the interval between the 1st and 4th of May we lay at anchor off Newport, the only incident of interest during this time being the passing of the French S. S. Roma, escorted by the U. S. S. Reid.

At 4:20 P. M. of the 4th, in accordance with orders from the Division Commander, we got under way for Beat No. 2, where we were on various courses at various speeds until 5:59 P. M. of the 5th when, in a fresh gale, we anchored off Gay Head for the night. With the gale still blowing we got under way on the following morning.

The following vessels were intercepted on the 7th, and after examination of papers were allowed to proceed: The Gloucester fishing schooner, Sadie M. Nunan, Dutch S. S. Arunda, British S. S. Caterino, British S. S. Tuddal, Norwegian S. S. Hoyland, and Dutch S. S. Rotterdam. On the 8th the Norwegian S. S. Ramfos was passed after examination, and the Dutch S. S. Brunswyk was spoken and allowed to proceed, as was the American S. S. Almirante.

At 5:45 P. M. an S. O. S.—picked up also by the Norwegian S. S. Christianiaford, which changed its course in order to proceed to the location of the disaster—was received from the British M. V. Sebastian. We made all possible speed and reached the scene to find the Sebastian burning fiercely, her crew having abandoned ship in their boats. We lay to and took aboard the entire crew of thirty-six officers and men, a proceeding of some difficulty, as a heavy sea was running. During the greater part of the 9th we stood by while a fire and rescue party from the Sacramento, assisted by the crew of the Sebastian, fought the flames.



S. S. Sebastian Burning.

At 4:42 P. M. we took her in tow and proceeded to Newport, making good progress in the night of the 9th. At 6:35 A. M. on the morning of the 10th, a signal was received that the Sebastian was sinking. We immediately lowered all boats and succeeded in taking off all the crew with the exception of one man, Gunner T. Jones, R. N., who, in jumping for a boat, fell overboard and did not rise again. When it became apparent that the vessel was sinking the tow line was cut. Seventeen shots were fired to hasten sinking, and at 8:19 she disappeared. At 10:25 P. M. we anchored off Brenton Reef Lightship.

Following is a copy of the letter received from the British Government by the Commanding Officer of the Sacramento:

British Embassy,  
Washington, September 7, 1917.

No. 272.  
Sir: I have the honour to inform you that I am in receipt of a despatch from His Majesty's Principal Secretary of State for Foreign Affairs from which it appears that on the 10th May last the United States Gunboat Sacramento rescued the crew of thirty-five hands of the S. S. Sebastian, of London, which was on fire in the North Atlantic Ocean.

The Board of Trade highly appreciate the services rendered to the shipwrecked men and I have the honour under instructions from Mr. Balfour to request that you will be kind enough to cause the thanks of His Majesty's Government to be conveyed to the Master and crew of the Sacramento for their services.

I have the honour, etc.

CECIL SPRING RICE.

The Honourable  
Robert Lansing,  
Secretary of State of the United States.

On the 11th we went into Melville and disembarked the crew of the Sebastian to the tug Solicitor. Proceeding to the coal dock we took on 102 tons of coal, then moved to anchorage off Newport. During the day Ensign Wicks was transferred to hospital for treatment of burns received while engaged in fighting the fire on the Sebastian.

We lay at Newport until the 14th, when, following an address to the crew by the Commanding Officer, we got under way at 3:04 P. M. On the following day we spoke the Dutch S. S. Rijn, the schooner Athena, of Boston. During the afternoon we passed the French Cruiser Admiral Aube accompanied by a large passenger ship, on which General Joffre was a passenger, and escorted by six American destroyers.



Papa Joffre En Route to France.

Our course was altered for a period of one hour, after which former course was resumed. On the 16th we spoke and allowed to proceed the Danish S. S. Gulfos, British S. S. Lycaon, Danish S. S. Helmer, American S. S. Saremacca, and on the day following, the Norwegian S. S. Conrad Mehr, Dutch S. S. Noerdyk, French four-masted bark Quevilly, and the Norwegian S. S. Hanna Neilsen. On the 18th we returned to Newport and anchored at 6:08 P. M.

On the morning of the 19th, at 8:05, we went out again, standing on various courses and at various speeds until 12:20, when we anchored off Orient Point, and sent First and Second Divisions and gun crews to Fort Terry for rifle practice. On the 20th and 21st other parties were sent over for the same purpose. We got under way on the 22d, held target practice, and proceeded to Melville, where we went alongside the dock. On the 23d we took aboard 116 tons of

coal, and moved to anchorage off Newport, where Ensign Wicks returned aboard for duty. We lay here, giving liberty, until the 27th, at 4:57 P. M., when we put to sea.

On the 28th we resumed patrol duty, stopping the Norwegian S. S. Regin on that date, and on the 30th speaking the British S. S. Larne. Intercepting the Portuguese S. S. Dondo, we fired three shots to bring her to a stop, examined and passed her. On the 31st we spoke the American schooner Rita A. Victor. Our engineers assisted her in the repair of her machinery. Fresh fish for the mess were procured from her. The same day we communicated with the British S. S. Verdi and Norwegian S. S. Lille.

Miles steamed during the month, 2640.2; days under way, 21.

### JUNE, 1917.

On June 1st we came into Newport and anchored at 5:03 A. M. At 2:17 P. M., the Squadron Commander came aboard with his staff. At 2:18 P. M., we broke the Division Commander's pennant at the main mast, Division Commander Captain N. C. Twining, U.S.N.

On June 3d under way to search for schooner Bertha by verbal order of Commander. While searching for this schooner we boarded the American schooner Nourmahl, examined and passed, and we then proceeded to New Bedford, Mass., where we anchored at 3:11 P. M. We were under way again at 5:18 P. M., on our way to the anchorage off Gay Head light, where we anchored at 8:08 P. M., in company with the U. S. S. P. No. 56 and the Charmion II.

We got under way again at 10:55 A. M. of the 4th and held all general drills and anchored in the same vicinity as the day previous at 4:54 P. M. We got under way again on the 5th at 8:00 A. M., towing U. S. S. Charmion II. At 8:07 A. M. the capstan on tow carried away, the tow went ahead under its own power and we proceeded as ordered to Greenport, L. I., where we anchored at 3:36 P. M. We were under way again at 5:21 P. M., and anchored in Fort Pond Bay at 7:40 P. M.

On the 6th at 8:25 A. M. we got under way and spent the day manœuvring at sea and holding all general drills until 2:46 P. M., when we anchored in Menemsha Bight, on the 7th we got under way again at 7:02 A. M., put to sea, held all general drills and returned to anchorage as on previous day at 4:05 P. M.

On the 8th, after having various drills and sailing exercises, we got under way at 7:49 P. M., to assist a brig reported wrecked on Block Island, searched for brig until 11:15 P. M. when, not having found it, we anchored at 11:15 P. M., off Block Island. On June 9th we got under way at 4:57 P. M., and anchored in Newport at 7:06 A. M. The Commanding Officer delivered a letter to Hannon F. C. M. M., U. S. N., a letter of commendation for his handling of trains on active service in Santo Domingo.

We took aboard 121 tons of coal and lay at anchor giving liberty until the 13th at 11:18 A. M., when we left for sea, holding various drills and steaming without other incident than a heavy fog until June 15th, when we passed a convoy of two ships escorted by one American cruiser and four American torpedo boat destroyers. On the 17th we sighted a Swedish steamship, the *Indianic*, at 5:45 P. M. We sighted a fishing dory in distress. Picked up D. Sundrig of Brooklyn, who had been adrift from the schooner *Jeanette* of Gloucester since the 14th. He was taken to the sick bay and given treatment. We then went to Newport, where we anchored at 9:50 P. M. A collection was taken up among the ship's company, and about \$25.00 was presented to Sundrig before he left the ship that day. On the 18th we took on board 82 tons of coal, lay at anchor, giving liberty and carrying out the usual port routine until the 22d at 12:58 P. M., when we got under way; ran into a heavy fog. We sighted the U. S. S. *Raleigh* and the U. S. S. *Gloucester*. We anchored in Gardiner Bay at 6:30 P. M. At 7:20 A. M. of the 23d we got under way for preliminary work for target practice; anchored again at 12:01 P. M.; sent working parties on the range during the afternoon. On the 24th at 7:35 A. M. we got under way and had battle practice at various ranges, anchored at 11:05 A. M., until 12:30 P. M., when we got under way again and rehearsed battle practice runs. On the 25th at 5:25 A. M. we were under way and held target and battle practice runs. We fired 39 shots, and anchored at 7:21 A. M.; laid there until 10:57 A. M., when we got under way again for more target practice. We fired at various ranges for different batteries, and after firing 20 rounds from the three-pounders and 28 rounds from the 4-inch, we anchored again at 1:15 P. M. At 4:15 P. M., we received a message from the Commanding Officer of the U. S. S. *Olympia* (*Olympia* grounded *Cerebus Shoal*). We got under way at 4:34 P. M. to assist the *Olympia*, which we sighted at 4:40 P. M., and off which we anchored at 5:36 P. M.

We commenced taking off officers, crew, effects and records at 5:40 P. M. On the 26th we took off more of the officers and crew and got under way at 11:30 A. M.; went into Newport and anchored at 3:05 P. M., after which officers and crew of the *Olympia* were sent ashore. On June 27th at 8:56 A. M., we left Newport, held various drills while under way, and at 1:09 P. M. anchored off *Cerebus Shoal*. We got under way again at 2:39 P. M., and anchored at 3:51 P. M. off *Orient Point*. On the 28th at 6:56 A. M. we got under way for long-range target practice; we fired 12 rounds of 4-inch, 8 rounds of three-pounder, and anchored at 7:56 A. M. in *Bostwick Bay*. We were under way again at 3:37 P. M., and at 4:57 P. M. we again anchored near the *Olympia* off *Cerebus Shoal*. We lay there until the 29th at 12:40 P. M., when we left for Newport; held drills while under way, and anchored at Newport in a thick fog at 4:42 P. M. We left again at 6:47 P. M., and at 11:03 P. M. we again anchored



U. S. S. Olympia Aground.

near the Olympia, and the next day sent various parties, working and diving, to assist in work of salvage on the Olympia.

Total miles steamed this month, 1618.2.

Total days at sea this month, 19.

#### JULY, 1917.

We continued to stand by the Olympia during the 1st, 2d and 3d, during which time we sent working and diving parties as required for salvage operations, which included the removal of the 4-inch guns; and on the 4th we got under way at 11:06 A. M. While under way we fired a 21-gun salute at 12:00 noon, and anchored in Fort Pond Bay at 12:13 P. M. We were under way again at 1:15 P. M., and anchored in Newport at 5:15 P. M., where liberty was given. On the 5th H. M. S. Leviathan anchored in the harbor and official calls were exchanged with the various ships and the station. We left at 12:29 P. M., and at 4:22 P. M. we were anchored astern of the Olympia, where we lay until the 6th at 7:43 A. M., when the Olympia, having floated at 7:40 A. M., and been taken in tow by the tugs Sonoma and Resolute, and was started for the New York Navy Yard, the crew of the U. S. S. Sacramento lined the rail and gave three cheers for the men engaged in the work of salvage. We stood by the tow until we went to anchorage in Nepague Bay, where we lay until the 7th at 11:22 A. M., when we returned to Newport, anchored

there at 3:15 P. M., where we remained until the 9th, giving liberty and carrying out port routine. H. M. S. Leviathan left on the 8th, and on the 9th at 2:58 P. M. we left for the Navy Yard, New York, where we arrived on the 11th, lay there, giving liberty and leave parties, took on 160 tons of coal on the 19th, fitted out for a tour of service on foreign station. Colonel M. C. Buckley, C. A. C., came on board for transportation, and on the 21st at 5:04 P. M., we left the Navy Yard, ran down to and anchored off Staten Island at 6:07 P. M. Men living in and near New York City were given a final liberty. On the 22d at 12:18 P. M., we quietly started on the first leg of our journey to the war zone, ran in an easterly direction, passed several convoys, held all general drills, had target practice, fired 21 shots on the 26th; and again on the 28th, when we fired 28 shots. Nothing of importance happened until we stopped the British steamship Brighton Hall, whom we spoke and passed, after which we continued on our course as ordered until we spoke the Danish schooner Fritz, 68 days out of Rio Grande Del Sur, bound to Havre, France.

Miles steamed this month, 2668.8.

Days at sea, 11.

#### AUGUST, 1917.

At 7:30 on the morning of August 1st we picked up port pilot and went into the harbor of Ponta Delgada, Azores, mooring at 7:53. Boarding Officer from Portuguese gunboat Cinco De Outubro came aboard. Ensign Eberhart visited Consul. Ensign Garrett visited Portuguese gunboat. Official visits were received from the American Consul and the Captain of the Port. During the morning we took aboard 170 $\frac{3}{4}$  tons of coal, and in the afternoon a liberty party went ashore.

The Island of San Miguel, the largest of the Azores, when seen from a distance, occasionally presents the appearance of two islands, by reason of the haze which frequently covers it. From the westward side it has a very unpromising aspect, its mountains being barren and its coast made up of basaltic pillars. From the southward it is more pleasing, consisting of open pastures, vineyards, cornfields, fruit trees, etc.

Ponta Delgada, the largest and most important city of the Azores, is situated close eastward of Delgada Point. It is well built on a plain extending about two miles along the shore, the streets being straight, broad, and clean. Religious edifices are numerous; forts and batteries protect the water-front. The port is rapidly rising in importance. The United States is represented by a Consul and Vice-Consul. It possesses the advantage of mail and telegraphic communication with all parts of the world. There is a large hospital where strangers are readily admitted, and a spacious floating lazaret-





Ponta Delgada.

etto in the harbor. The markets are well supplied with meat, fruit and vegetables.

This port was attacked by a German submarine on the 4th of July, just previous to our arrival. The submarine was driven off by U. S. S. Orion.

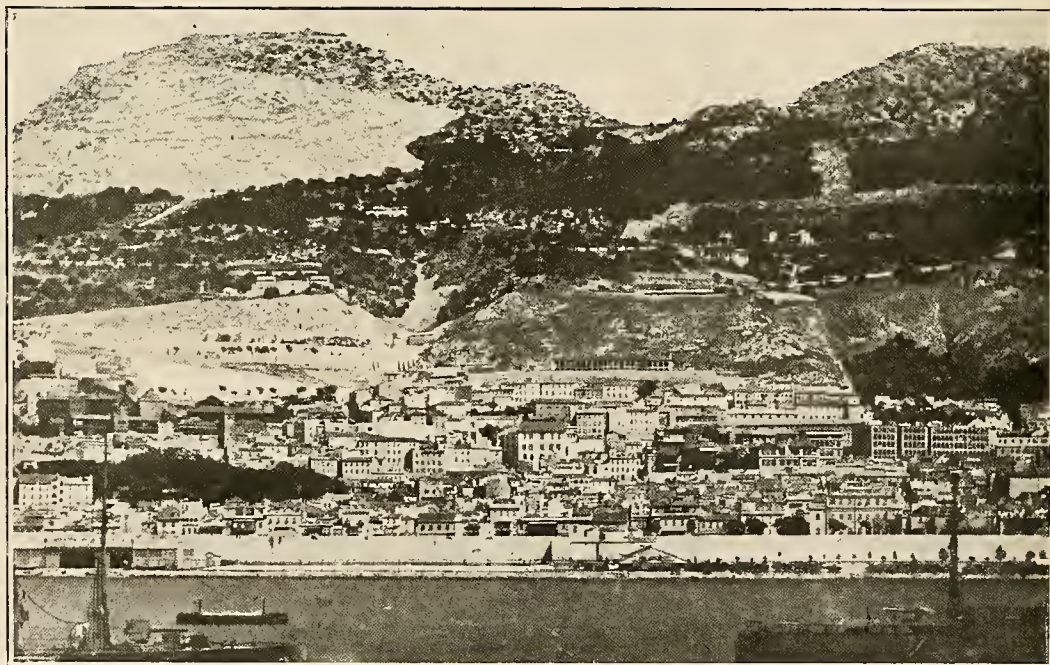
On the 2d, visits were exchanged by one of our officers and the Captain of the Portuguese gunboat, Pedro Nunes. A liberty party went ashore the same day.

We got under way at 5:52 P. M., running on a zig-zag course. The 4-inch guns were loaded at safety. The crew was exercised at all general drills, and the machine gun crews had practice. The 4th and 5th passed without incident. On the 6th we passed a British battleship accompanied by three destroyers. During the day we held various drills. At 11:56 A. M. we sighted Cape Spartel. This headland, which terminates in a large hill of black rocks, is the north-western extremity of Africa and the southwest limit of the Strait of Gibraltar. The cape reaches an elevation of 1,068 feet, and in good weather can be seen from a great distance.

At 3:50 we entered the Strait of Gibraltar. This strait, the Fretum Herculeum of the ancients, is known to the Arabs as Bab-*ez-*

Zakok, or the Gate of the Narrow Pass; to mariners and pilots it is "The Gut." It derives its present name from "Jabel Tarik," a name which was given to Monte Calpe by Tarik-Ben-Zayda when he landed in Spain, 710 A. D.

It is bounded on the north by the coast of Spain, included between Cape Trafalgar and Europa Point; on the south by the coast of Morocco, between Cape Spartel and Ceuta. It is about thirty-two miles in length, its central direction being nearly east and west. The breadth of the strait between Cape Spartel and Cape Trafalgar is twenty-four miles, between Europa Point and Ceuta  $12\frac{1}{2}$  miles, between Tarifa and Alcazar Point, 9.3 miles, and at its narrowest, between Points Canales and Cires, it is  $7\frac{3}{4}$  miles. Cape Trafalgar, named by the Romans Promontorium Junoris, and by the Arabs, Taraf-el-Agar, forms the northern limit of the western entrance to Gibraltar Strait.



A View of the Rock.

Algeciras Town, in Spain, stands on a hill which rises gradually to a height of 220 feet. This town, the Al-Jazirah of the Arabs, contains a population of about thirty thousand. The most conspicuous features of the town are the houses of the Marina, mostly whitened, and the steeple of the principal church. It is connected by railway with all parts of Spain, and well supplied with meat and farm products. It also possesses steamship and telegraphic communication with all parts of the world.

Passing through the Strait we entered Gibraltar Harbor and moored at 6:22.

Gibraltar is a remarkable promontory rising abruptly to a height of 1,396 feet. To the north is a narrow neck called the neutral ground which connects the Rock to the mainland. This strip of land runs north about  $1\frac{3}{4}$  miles, where it ends at the foot of the Sierra Carbonera. Situated on the limits of this plain is Linea, which lies at the extremity of Spanish territory. It is a suburb of San Roche and has a population of 20,000. It is still a military post. On its southern side lie the ruins of the Spanish line of fortifications of the year 1732; also the ruins of the two forts of San Felipe and San Barbara, which form the eastern and western terminations of the town. Between the neutral ground and the Rock are some gardens, the cemetery, and a race course.

Gibraltar Rock is scarcely three-fourths mile in breadth and  $2\frac{1}{4}$  miles long. Its northern and eastern sides are precipitous, being accessible only to the monkeys which inhabit its rocky recesses, while on the west it falls in rugged slopes on which there is some cultivation. It presents to the south several successive, short terraces, descending one under the other and terminating in Europa Point, which lies on the southern end of the Rock, running 600 yards northwest and southeast, and terminating at either end in what are known as Little and Great Europa Points.

The town of Gibraltar lies on the northern side of the Rock upon its lower slopes. The principal buildings are the Governor's house, Cathedral, and other churches, the exchange, the civil hospital, and the library. The population consists of 25,000 people, exclusive of the garrison.

Gibraltar is a free port and its trade is considerable. The United States is represented by a Consul, Vice-Consul, and Deputy Consul. There is communication with all parts of the world.

On the 7th the United States Consul came aboard on an official visit. The same day Lieutenant Colonel Buckey, C. A. C., left the ship. During the morning we took on 100 tons of coal and that afternoon sent a liberty party ashore. On the 9th R. A. Grant, R. N., visited the Commanding Officer. A second liberty party went ashore the same day.

On the 10th at 4:45 we got under way, taking up position astern of the second division of a convoy. We left the convoy at 5:59 A. M. of the 11th, meeting the American schooner at 7:35 on our return to Gibraltar, where we moored at 12:30. A liberty party went ashore the same afternoon. We lay at these moorings until 12:40 of the 14th, when we got under way, but returned at 12:52 in obedience to signal from the Senior Officer present.

On the 15th at 10:45 A. M. we were under way, anchoring in Catalina Bay, from where we got under way at 1:45 P. M., taking

up position at head of the fourth column of convoy, which column consisted of British steamers Drake, Taigabi, Haxby, and Mountby. There were twenty ships, all told, in the convoy. Proceeding at varying speeds, we passed the Spanish steamer Pena Sagra, and left the convoy at 6:10 A. M. of the 16th, on the return to Gibraltar. We made a zig-zag course, passed the British cruiser Acacia, and moored in Gibraltar harbor at 2:20 P. M., putting a liberty party ashore soon after.

Messages picked up by radio.

S. O. S. from S. S. Puironne. Lat. 48° 57" N. Long. 04° 02" W. attacked by submarine, Aug. 15, 1917, 1 A. M.

On the 17th the U. S. S. Birmingham arrived, flying the flag of Rear Admiral H. B. Wilson, U.S.N.

On the morning of the 18th we were under way at 11:46, anchored outside the breakwater, and got under way again at 2:37, taking position at head of column No. 3 of convoy, the ships in column being British S. S. Penrose, Mersano, and Elston, and the Norwegian S. S. Mons. At 4:35 P. M., we passed the U. S. S. Nashville, standing east. At 10:10 P. M. we fell to rear of 4th division, and on the following morning we left convoy and returned to Gibraltar, where we moored at 10:42 A. M. Visiting parties to the Birmingham and the Nashville were authorized.

4 P. M. Aug. 18, 1917.

From: Algiers. Morocco.

To: ALL ALLIED SHIPS.

Submarine sighted which did not attack 37° 05" N. 04° 34" E. at 3 P. M., Aug. 18.

On the 20th we took on 80 tons of coal, and sent liberty party ashore. On the 21st crew was exercised at general drills.

At 1:20 P. M. of the 22d we got under way at head of a column of two ships, the Italian S. S. Tarmania, and British S. S. Dunrobin. At 5:10 we passed the Castine and U. S. S. Machias, headed for Gibraltar. During the afternoon the crew was exercised at various drills. At 8:35 A. M. of the 23d we left the convoy for the return to Gibraltar. On the way in we exploded a test depth charge, set for 40 feet, 7½ seconds. A slight shock was felt, but no damage done. A quantity of wreckage was passed, among which was a punt on which was painted the name "Dido." At 6:30 we moored in Gibraltar harbor. We lay here for several days, giving liberty, holding various drills, and receiving inspection. During this time Father Gates, Chaplain, R. N., visited the ship, and made a talk to the crew.

At 1:59 P. M. of the 30th we got under way, leading column Y of convoy, British S. S. Brettan Hall, Italian S. S. Talemaidoc and Polo, with British S. S. Seistanas as guide. During the day we passed American armed steamship and the Spanish S. S. Antonio Roco. During the 31st we passed numerous ships, sail and steam,

and continued with the convoy at various speeds and on various courses.

Total mileage for month, 2,456.2.

Total days at sea, 16.

### SEPTEMBER, 1917.

We left the convoy at 2:30 A. M., intending to return to Gibraltar, but receiving a submarine warning from the U. S. S. Machias at 9:05 P. M., we took in tow a three-masted full rigged ship, the Italian ship *Allesandria*



Towing the *Allesandria*.

from Buenos Aires, 69 days out and a cargo of grain, we called the U. S. S. *Machias* to act as escort, and proceeded to tow her to Gibraltar. With one section on watch and one sleeping by their station, the tow line parted on the morning of the 2d, and we took it

up again and passed a French submarine on the Spanish coast, and at 10:40 A. M. of the 3d passed tow line to the tug Bic, proceeded to mooring, moored in harbor at 11:26 A. M., sent liberty and visiting parties and had swimming.

REGIA MARINE ITALINA.

Prot. Part. 3053.

Official Di Gibiltarra.

11 September, 1917.

From: I. L. O.

To: Rear Admiral H. B. Wilson, U. S. Navy.

Commanding U. S. Atlantic Patrol Force.

Sir: I beg to inform you that I received a letter from the Master of Italian sailing vessel "Allesandria," who was towed to Gibraltar by the Sacramento, expressing his best thanks for the kind assistance, and I beg to send you in the same time the best thanks from the Italian Government (Ministry of Agriculture) to whom the cargo of the "Allesandria" belongs.

I should be obliged, Sir, if you will express it to the Captain of the "Sacramento."

Believe me, Sir,

Your obedient servant,

R. ROMANELLI,  
Lieut. Commander, R. I. N.

Dear Captain Craven:

The Chief of Staff has directed me to forward this letter to you for such use as you may care to make of it. I have replied to Lieut. Commander Romanelli.

Respectfully,

TISDALE.

Took 135 tons of coal on board on the 5th, carried out port routine and gave liberties until the 7th at 11:52 A. M., when we got under way with the U. S. S. Seneca.

A fact that may be of interest to the Engineer's force is noted here. When the signal from the flagship U. S. S. Birmingham was received, "Make preparations for sea," the ship was moored in the harbor, the main engine was dismantled, and but one boiler was lit for auxiliary purposes. Within one hour and fifteen minutes the main engine was assembled and warmed, and the fires were lighted in the other boiler and we were under way. For the excellent performance of the engineer's force at that time there was received from the Commander of the American Squadron, Rear Admiral H. B. Wilson, U. S. Navy, an acknowledgment and his appreciation in the following message: "Well done, Sacramento."

Passed the Italian steamship Carmelette, stayed out on patrol, held drills, and on the 8th at 9:33 A. M., in obedience to orders from Senior Naval Officer at Gibraltar we started on our return trip, passed into harbor and moored at 5:12 P. M. and gave liberty.

1:45 A. M. Sept. 8, 1917

From: Sacramento.

To: S. N. O. Gibraltar.

Sacramento Lat. 35° 36" N. Long. 06° 54" W. Shall Sacramento and Seneca search for enemy submarine or carry out original orders 0145?

2:47 A. M. Sept. 8, 1917

From: S. N. O. Gibraltar.

To: Sacramento.

Reply search for submarine , 0200.

2:00 P. M. Sept. 8, 1917.

From: Narcissus H. M. S.  
To: S. N. O. Gibraltar.  
Via: Sacramento.

Here follows submarine amplifying report whose time was 0108: suspicious vessel made off at my approach. I attacked submarine with gunfire at nine hundred yards, when last seen, submarine was steering east 0200.

On the 9th the church and liberty party was sent ashore; they returned and we left at 6:35 P. M., anchored outside at 6:58 P. M., and at 7:30 A. M. of the 10th we left as ocean escort of the British steamship Mandalay, and the French steamship Rosseti. We were under way at various speeds on a zig-zag course until 10 A. M., when in a moderate eastward gale we stopped zig-zagging; we held to our course as escort during the 11th and 12th, during which time we held all general drills, and at 11:30 P. M. we received a submarine warning from a steamer in Lat. 37 degrees 19 minutes north, Long. 80 degrees 58 minutes east, passed a French armed trawler and a French steamship, the Marie Frederico, on the 13th at 4:25 A. M., intercepted a radio message relating to operations of an enemy submarine, changed course as a result, proceeded on course, and passed a small Danish steamer at 9 A. M., turned over convoy to H. M. S. Clydemen and another of similar type, and started back to Gibraltar.

Sept. 15, 1917.

From: S. S. Megna.  
To: All Ships.

S. O. S. S. S. S. Attacked by submarine in Lat. (?) interference.  
Sept. 15, 1917.

From: Sacramento.  
To: S. S. Megna.

Help 15 south 24 east. Sacramento.

While under way on the 14th and 15th, held all general drills, casualty, instructions and inspections, passed H. M. S. Iolanda on the 15th, and on the 16th, in a heavy fog, came into Gibraltar and moored at 7:05 A. M.; lay there during the 17th, 18th, 19th, 20th, 21st, 22d, 23d and the 24th, and when, after having taken on board 175 tons of coal on the 18th, we got under way at 7:03 A. M. for eastern patrol beat, as ordered by Senior Naval Officer, spoke Spanish Barkentine Joaquina, passed numerous vessels while patrolling beat, spoke the Spanish steamers Valentine Espana and Cuboenlbra. On the 26th, after passing a large number of tugs with tows, convoys and single ships, we spoke the Spanish steamship Caba Blanca, examined the cargo of an Italian barkentine, the Spanish schooner Tito, passed a Danish steamship Tomoski, passed numerous fishing craft and sailing vessels, and at 6:28 P. M., after receiving an enemy submarine warning we accompanied the British steamship Kalo as escort; at 7:22 P. M., another steamer joined us, and at 7:36 P. M. a third steamer joined us. We proceeded and were joined at 11:05 P. M. by H. M. S. Celandine as additional escort.

8:05 A. M. Sept. 27, 1917.

From: Sacramento.  
To: Oran.  
Sacramento towing injured merchant vessel. Arrive in Oran about noon.

8:29 A. M. Sept. 27, 1917.

From: H. M. S. Celandine.  
To: S. N. O. Gibraltar.  
Engaged submarine with seven depth charges. Close to. Almost sure destroyed. Remaining on patrol for present. Sacramento towing Swan River to Oran 0809.

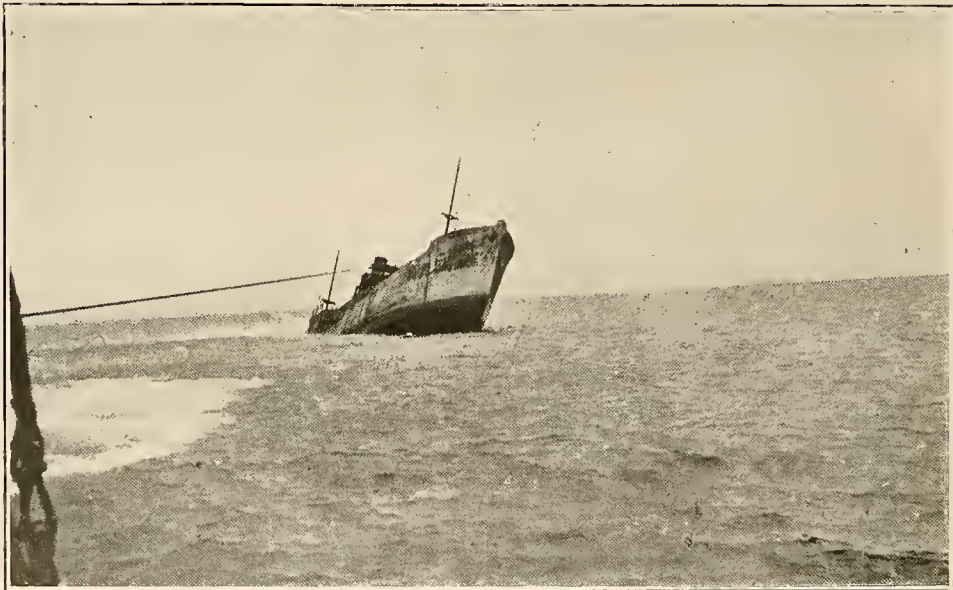
9:41 A. M. Sept. 27, 1917.

From: Sacramento.  
To: H. M. S. Celandine.  
Urgent. Our tow will probably sink 0940.

5:15 P. M. Sept. 27, 1917.

From: Sacramento.  
To: S. N. O. Gibraltar, Oran/Narcissus II.  
Steamer Swan River sank. Crew on board Celandine. No casualties. 1250.

On the 27th, while continuing to act as escort of the three ships, we received a message from the Celandine to close up; we closed up and discovered British steamer Swan River torpedoed; manned all guns, and at 6:57 A. M. saw periscope of an enemy submarine 300 yards from Celandine, who fired two shots, gun crew on the Swan River fired two shots. Submarine 3,000 yards from Sacramento. Celandine and Sacramento, full speed, dropped seven depth charges, cruised in area where submarine was seen, took steamer in tow at 7:58 A. M., two French airplanes overhead; under way with tow until 9:30 A. M., H. M. S. Celandine circling as escort until we cut stern line at 11:22 A. M., and crew having been taken off, we watched the Swan River sink.



S. S. Swan River Just Before Cutting Loose.





Crew Swan River.

The wreck was out of sight at 11:25 A. M. We proceeded on various courses, and various speeds until 12:42 P. M.; we transferred the crew of the Swan River to the H. M. S. Celandine.



A View in Oran.

#### ORAN, ALGERIA.

The town of Oran, second in importance to Algiers, stands at the foot of the Mount and Fort of Santa Cruz, and has a population of about 120,000. Taken by the Spaniards in 1505, it was abandoned after its destruction by an earthquake in 1792. In 1830 it was occupied by the French, and is now the capital of the department of the same name. It is divided into two parts—the old and the new. The Moslem town is growing very rapidly. Telegraph communications to all parts. Exports are cereals, wine, alcohol, minerals, cigars, cigarettes and fruit.

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#### MEDITERRANEAN SEA.

The Mare Internum of the Ancients, bounded by the coasts of Europe, Asia and Africa lays between the latitudes 30° 15" North, 45° 50" North, and 5° 21" West, 36° 10" East Longitude. Its length from Gibraltar to its eastern extremity in Syria is about 2,100 miles, and its greatest breadth from the head of the Adriatic to the Gulf of Sidria is about 1,000 miles, its area being about 800,000 square miles.

The Italian and Grecian peninsulas divide the northern part of the Mediterranean into three principal sections, named the Tyrrhenian, Adriatic and Aegean Seas.

These sections of the Mediterranean Sea are included within two great divisions, separated from each other by a submarine-elevation which joins Italy to Sicily, Malta to the African Coast, and are generally recognized as western and eastern basins. The western basin, bounded by the coasts of Spain, France, Italy, Tunis, Algeria, and Morocco, begins outside the Mediterranean proper in the submarine ridges west of Tangier which, joining Spain to Africa, separates the deep water of the Atlantic from that of the Mediterranean. The eastern basin, bounded by the coasts of Italy, Austria, Greece, Turkey, Egypt, Tripoli, and Tunis is, including the Adriatic, about 1,300 miles in length by a thousand miles in breadth. The distance, however, between the coasts of Crete and Egypt is only 160 miles.

The Mediterranean is joined to the Atlantic by the Strait of Gibraltar, and to the Black Sea and Sea of Azov by the Dardanelles, Sea of Marmora, and the Bosphorus, whilst the Suez Canal permits vessels to sail into the Red Sea and all parts of the East.

The largest islands are: Sardinia, Sicily, Crete, Corsica, Cyprus, Negropont, Majorca and Mitylene.

Life boats taken in tow by us were turned over to the French torpedo boat No. 312. We operated off Oran Bay during day and night, with four seaplanes overhead. On the 28th, while operating in the same vicinity, the French cruiser Jeanne D'Arc passed us with a convoy of three ships. On the 29th we met H. M. S. Narcissus with a convoy of four ships; we joined as additional escorts, went into Oran at 11:56 A. M., anchored in the port.

Paid official visits to American or agent and the Captain of the Port, which were returned on board; left again at 3:42 P. M., took up French steanship La Somme as convoy, and proceeded on our way to Gibraltar without other incident than the passing of many steamers and a Spanish cruiser Infanta Isabel. The following letter was later received in relation to this operation:

No. N. 78/14.

Captain T. T. Craven, -

U. S. S. Sacramento.

(Through Commander Patrol Force.)

Your seamanlike effort to salve the S. S. "Swan River," and the hearty assistance rendered to H. M. S. Celandine, are highly appreciated.

H. S. GRANT,  
Rear Admiral.  
Senior Naval Officer.

Gibraltar.

4th October, 1917.

1st Endorsement.

Od/O

PATROL FORCE, U. S. ATLANTIC FLEET,

U. S. S. BIRMINGHAM, Flagship,

6 October, 1917.

From: Commander PATROL FORCE.

To: Commanding Officer, U. S. S. SACRAMENTO.

1. Forwarded with pleasure.

H. B. WILSON.

Total miles steamed this month, 3,637.1.

Total days at sea this month, 18.

### OCTOBER, 1917.

We left the La Somme at 5 A. M. of the 1st, returned to Gibraltar harbor and moored there, taking aboard 100 tons of coal, and passing the period between the 1st and the 4th in usual port routine, with daily liberty, swimming and baseball parties.

On the 4th we went out with convoy of four ships: the British S. S. Sweet Hope, Riverton, Beech Leaf, Clan McFadden, proceeding at various speeds, on a zig-zag course, to Oran, where we arrived on the 6th at 10 A. M. Only a few men were given liberty and we got under way the afternoon of our arrival at 4 o'clock, escorting the following ships: British S. S. Gwladys, Harlem, Men Zaleh, Royal Sceptre and Penayiotis, reaching Gibraltar at 6:15 A. M. on the 8th, with no incident of interest except the passing of numerous convoys.

We lay in Gibraltar harbor until the 16th when, after taking on 100 tons of coal at 2 P. M., we got under way with the following

ships in convoy: Italian S. S. Rosalba, British S. S. Minorca, Ryburn, Ambassador; Greek S. S. Pandelis; Norwegian S. S. Le-daal; British S. S. Somersly, Graeswen; Norwegian S. S. Lord, and British S. S. Ellaston, Pangbourne and Clan Mac Nab. At 6:30 A. M. of the 17th, part of escort left and returned to Gibraltar.

9:05 P. M. Oct. 17, 1917.

From: Sacramento.  
To: S. N. O. Gibraltar.

At eight P. M., Lat.  $35^{\circ} 58''$  N. Long.  $08^{\circ} 56''$  W. Submarine reported east of convoy by U. S. S. Manning. Retaining escort with convoy tonight. 2105.

We went forward on a zig-zag course, holding various drills throughout the day. At 9:20 on the morning of the 18th a submarine warning from H. M. S. Northesk was received, followed in a short time by a message that Italian S. S. Lorenzo had been sunk 17 miles astern of us. The course and speed of convoy were changed, and on the night of the 18th a number of the convoy were warned of lights showing. On the 22d general and casualty drills and inspection were held. On the 23d an escort of H. M. S. Hind (Torpedo Boat No. 40), with twelve trawlers, joined us as an escort through the danger zone, and at 12:08 of the same day H. M. S. Defender came up with convoy, remaining with us until 9:30 A. M. of the 24th.

1:40 P. M. Oct. 24, 1917.

From: Sacramento.  
To: Landsend.

At noon 22d Oct., passed dangerous wreck, Lat.  $44^{\circ} 19''$  N. Long.  $10^{\circ} 38''$  W. 1340.

At daylight of the 24th the S. S. Rosalba was found to be missing. At this time there was a heavy sea running. We left the convoy at 12:52 of the 25th and, accompanied by two trawlers, ran towards Plymouth, where we anchored off the Hoe at 9:10 P. M. of the same day, next morning shifting to moorings at Devonport Dockyard.

Plymouth, lying in the southwest part of Devonshire, about 231 miles from London, is an important seaport and Parliamentary and County Borough. It stands in the sight of Plymouth Sound between the estuaries of the Plym and the Tamar. To the west of it is the township and coast guard station, Stonehouse, and still further west is Devonport, the great Naval and Military station. The three towns are closely united by continuous lines of houses, forming an aggregation known as the "Three Townships." One of the principal buildings of Plymouth is the Royal Hotel, which comprises an immense inn, the Assembly Rooms, a theater, and the Athenaeum or public library, which contains in its Cottonian Collection about 300 sketches by the Italian masters. Two of its most noted churches are St. Andrews, the tower of which dates from 1490, and Charles Church (1648-58), dedicated to St. Charles, the Martyr. There are several important educational establishments, some of which are en-



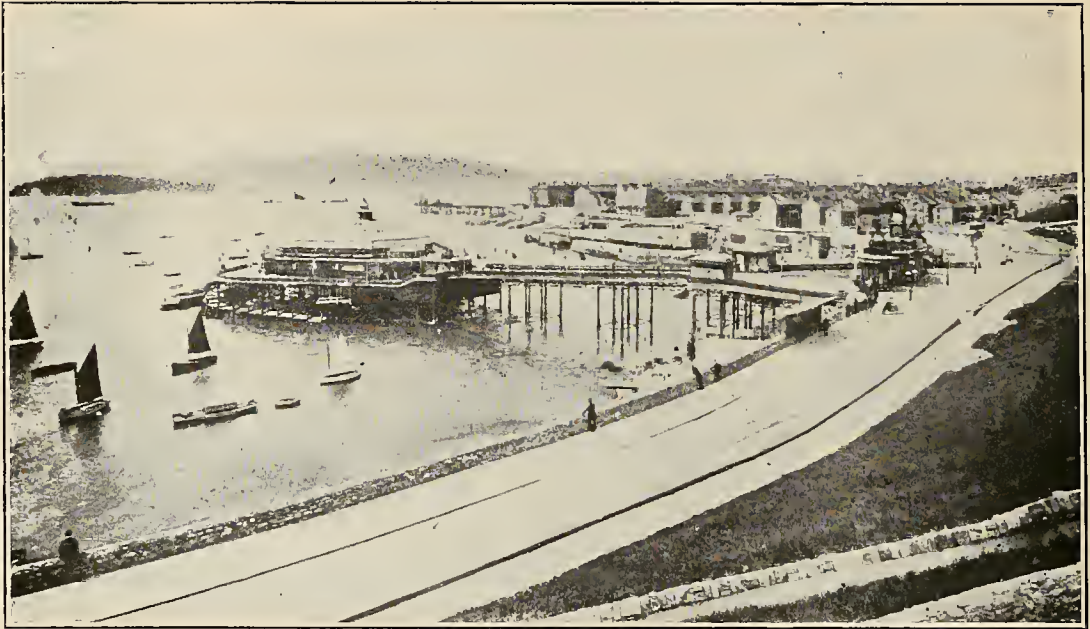
Devonport Dockyard, Plymouth, England.

dowed. The Guildhall and Municipal buildings form a group of handsome Gothic buildings. The city also contains an arsenal, a dockyard, and other Government buildings, and a Marine Biological Laboratory.

Between the inlets of Millbay and Suttonpool runs the eminence known as the Plymouth Hoe, embellished with interesting monuments. From this ridge it is said the approach of the Spanish Armada was first descried.

The principal industries of Plymouth are shipbuilding and fisheries; there are few manufactories, the chief being chemicals. It has fine docks and harbors, and extensive quays, and carries on a large trade with the United States, South America, Australia, the Cape, the Baltic, and the Mediterranean.

Plymouth was the first English town incorporated by Act of Parliament, its charter dating back to November 12, 1439. Its Municipal waterworks was originated in 1585 by Sir Francis Drake, then mayor of the town. It owns also profitable real estate, the Royal Hotel, abattoirs, a market refuse destructor, electric tramways, suburban artisans' dwellings, well connected with all parts of the town, and baths and wash houses, besides which it maintains free libraries, technical schools, a museum and art gallery, and the Hoe Park and pleasure grounds. The population of the three towns in 1901 was 182,971. Plymouth was set on fire in 1512 by the French, since when the defenses of the town have been greatly strengthened.



View of Plymouth Hoe.



View of Plymouth Hoe.

It witnessed the departure of Drake's noted expedition to circumnavigate the globe in the reign of Queen Elizabeth; and her fleet went forth from here to encounter the Spanish Armada. The Mayflower, when she sailed for America in 1620, took her final departure from Plymouth on September 6th.

During the Civil War the town successfully sustained a siege of four years for the Parliamentary cause, and was the first large town to proclaim William of Orange king.

We lay here, giving liberty for several days. On the 27th took on board 150 tons of coal.

Total number miles steamed during month, 2,783.6.

Number of days at sea, 15.

### NOVEMBER, 1917.

After an extended and enjoyable liberty period at Plymouth, we proceeded on the 2d of November to Falmouth, which we approached in a heavy fog, anchoring at 12:28.

With a convoy of nine ships we got under way at 2:10 P. M. of the 3d, with an additional escort of eight trawlers and two British destroyers.

9:45 P. M. Nov. 3, 1917.

From: (Ship of Convoy).

To: Sacramento.

Submarine in sight on starboard bow 2145.

The convoy consisted of the following British steamers: Orange River, Glenetine, Trowbridge, Kyno, Eden Hall, Nam Sang, Portsea, Thetis and Veturia.

At 11 P. M. the Trowbridge fell behind, as the result of boiler trouble, and at 12 P. M. the Kyno could no longer be seen, but on the morning of the 4th both vessels rejoined the convoy. We ran without incident until 5 P. M. of the 5th, when the two destroyers, the Defender and the Lance, left in company with the trawlers.

The usual drills and regular routine at sea followed. On the night of the 6th at 8:30 a collision between the Trowbridge and Kyno took place, without serious damage. On the nights of the 7th and 8th a number of the convoy showed lights at various times, and were warned.

The Dale, Decatur, Barry, Bainbridge, and Chauncey came up at 8:12 on the morning of the 10th and escorted the convoy to Gibraltar, where we moored at 3:07 of the same day.

We lay there taking on stores, 160 tons of coal on the 15th, giving liberty and sending several baseball parties ashore, until the 18th, when we left with a convoy, getting under way at 8:06 A. M.

10:25 A. M. Nov. 19, 1917.

From: H. M. S. Rose.

To: S. N. O. Gibraltar.

H. M. S. Rose sunk U. S. S. Chauncey, Lat. 35° 22" N. Long. 08° 14" W. at 1:20 A. M. Seventy saved; twenty-one lost 1025.

The convoy was made up of the following steamers: British S. S. Salient, Baysarnia, Bosnian, Gibel Decif, Pavia, Brescia; the Norwegian S. S. Beatrice; the British S. S. Webster and Clan McCaulay; the Norwegian, Salina; the British, Ravenshoe, Tregathman, Conway; the Norwegian, Stromboli and Thora, and the British, Putney and Ferro, making a total of 17 vessels, exclusive of the escort, H. M. S. Previt and Lagganas. We ran without incident until the 20th, when the escort left at 2:30 P. M.

On the night of the 20th a heavy sea was running. We showed a stern light. On the night of the 22d the convoy were well scattered owing to the heavy weather, and on the following morning only eight ships were visible. The weather moderated considerably during the 23d, and by the 24th all vessels were in sight. Soon after, a heavy fog closed down. At 11 P. M. we picked up H. M. S. P-No. 61 and several patrol boats, and on the 25th we were joined by two more P-boats and seven trawlers, as escort.

On the 26th H. M. S. P-No. 61 reported a submarine sighted. Later the same vessel reported a wake which it was concluded was left by a whale, a school of them being in the vicinity. During the next two days a number of the convoy reported trouble; the Ravenshoe, broken steering gear; the Pavia, boiler trouble, and the Clan McCaulay stopped as a result of engine trouble. There was a heavy fog on the 27th.



Main Street, Pembroke Dock, Wales.



On the 28th we left the convoy and proceeded to Milford Haven, passing on to Pembroke Dock, where we moored at 9:45 A. M., and took aboard 140 tons of coal. We lay there until November 30th, giving liberty. On that date we moved to Milford Haven, lying there a short time, and put to sea with a convoy of 28 ships, as follows: British S. S. Atlantic City, Redruth, Hempstead, Hungerford, Frazer River, Racio, Fiscus, Arachne, Lovland, Skard, Hoya, Waverly, Policastria, Winona, Alexandria, Caravellas, Coila, Onda, Ramsay, Preida, Scatwell, Induna, Carol I, Epsom, Henri Garlinger, Lord Stratheona, Papallo, St. Quentin, Rio Claro, Lydil. A large number of trawlers and four dirigibles acted as escort.

Total miles steamed during month, 4,124.1.

Total days at sea, 22.

### DECEMBER, 1917.

December 1st and 2d we had heavy weather, with fresh gales and heavy fog, causing us to lose several ships, which straggled back later. Two P-boats and seven trawlers left us with the convoy at 8 A. M. on the 3d. At 4:30 in the afternoon the S. S. Lydie left the convoy for Sandy Hook. On the 4th the S. S. Caravellas signalled, "Not under control," and at 6:15 P. M. the S. S. Onda dropped back, forcing the S. S. Lord Stratheona to the horizon. The next day when the S. S. Henri Garlinger had left the convoy for Lisbon, the orders were changed. The Sacramento started in pursuit and, after firing three shots to attract attention, ordered her back to the convoy, which she left again at midnight.

About noon, following the custom when medical aid is required by a merchant steamer, Ensign Cummings and Assistant Surgeon Quinn were sent in the first motor sailer to S. S. Hover, and returned with a man named H. G. Wood, who was suffering with an infected leg.

Owing to engine trouble, the S. S. Atlantic City was compelled to drop behind at 7:30 on the morning of the 8th, but resumed her position late in the afternoon. At dark the S. S. Epsom dropped behind. An escort of three Q-boats and one T. B. Destroyer was picked up the next morning at 7:03. The S. S. Coila dropped out of sight about 8 A. M. of the 10th. We left the convoy in the outer harbor of Gibraltar at 12:30 and moored inside the breakwater at 1:08.

We lay in Gibraltar until December 19th, in the meantime taking on stores and 200 tons of coal, carrying out usual port routine, and giving liberty. A number of visiting and theater parties were received on board the ship, among these being parties from the Nashville, the Yankton, and the Pensacola.

At 11:06 A. M. of the 19th we got under way as escort for seven steamers: British S. S. Weardale and Gibel Haman; Italian S. S.

Trinita; Norwegian S. S. Viana, and the British S. S. Corby, Pen-deen, and Ubbergen. Aboard were six signalmen of the British Navy, whom we were giving passage to England. As we went out we passed the French cruiser Cosmo and the U. S. S. Ascutney. On the 20th the S. S. Visnia was straggling, and on the 21st the Gibel Haman had difficulties.

About noon of the 22d we sighted a number of oil barrels, and passed a number of others during the next few hours, several hundred altogether. At 2:10 P. M. an object was sighted some distance away. We went to general quarter stations and approached it at full speed. Investigation showed it to be the hull of a schooner, at which we fired a four-inch shell and also dropped a depth charge. The name of the wreck could not be ascertained, but it was probably an American schooner. We sent wireless message giving location of derelict.



The "Sacey" in a Seaway.

Beginning on the 20th and continuing for the rest of our passage a severe gale blew up. The wind reached a velocity of 100 miles an hour at its hardest, varying usually from 60 to 90 miles. On the 24th we rigged a try-sail.

The convoy was scattered at the outset of the gale, and it was not until the 25th that we were rejoined by five of them. On the 26th the weather had moderated. At 3:15 P. M. we were rejoined by S. S. Trinita. We communicated with H. M. S. Sofa-El-Bahr. At 11:30 P. M. we attempted, by means of rockets, to apprise the

escort, who had come out to meet us, of our presence; but in this we were unsuccessful.

On the 27th at 1:40 P. M. we were joined by H. M. S. P-44; later in the evening the H. M. S. P-62 also came up. The following day H. M. S. P-61, and later H. M. A. P. V. Nodzu and Trier came up. Six trawlers, also of the escort, joined the convoy at 12:25 of the same day.

The wind and sea were increasing in violence throughout the 29th, the seas breaking over the forecastle. At 12:40 of December 30th, we left the convoy, and at 2:20 moored at Pembroke Dock; transferred passengers, carried out routine, and gave liberty. A leave party went to London.

Total miles steamed for the month, 4,340.8.

Total number of days at sea, 22.

### JANUARY, 1918.

While lying in port the usual routine was carried out. On the 2d we took on 178 tons of coal. As soon as the first leave party returned from London, another was sent off. Meanwhile there was a daily liberty party ashore.

On the 10th we got under way, anchored off Sheep Island, and shortly put to sea escorting nineteen merchantmen, with an additional escort while in the danger zone of H. M. S. P-61 and P-62, and seven armed trawlers. The convoy was made up of the following vessels: British S. S. Brescia, Thora, Carlow Castle, Eaton Hall, Prairial, Bulla, Ethelstan, Usworth; American S. S. Santa Cruz; British S. S. Capac, Austrian, Wilfred, Standish Hall, Mont Cenis, Heelsum, Pontwen, Zuleika, and American S. S. Susquehanna.

On the 12th, in accordance with orders, the S. S. Zuleika, Cenis, and Heelsum left the convoy, and at 7:05 P. M. the escort left. On the 13th a vessel was sighted. General quarters was sounded and we made full speed towards her. She proved to be the British S. S. Kendal Castle, and joined the convoy. At 10 A. M. of the same day the Susquehanna left the convoy and laid a course for New York.

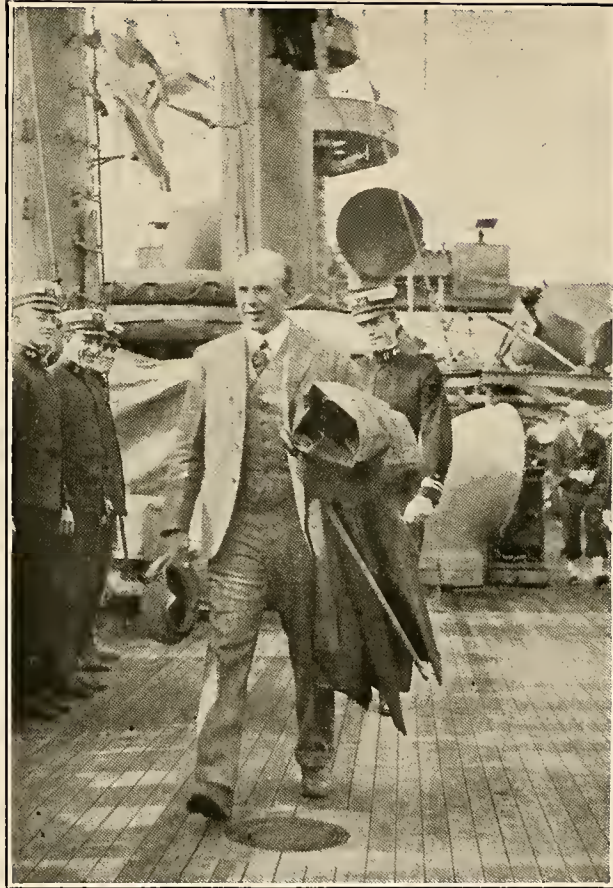
On the 18th we were joined by three special service ships and the destroyer U. S. S. Bainbridge, and continued without incident to Gibraltar harbor, mooring there at 10:50 A. M.

While lying in Gibraltar on the 22d, our Commanding Officer, Captain T. T. Craven, was detached and left at 1 P. M. to assume duties with U. S. Naval Aviation Forces.

The following week was uneventful, consisting of usual routine.

Miles steamed for the month, 1,970.3.

Days at sea, 10.



Captain Craven Leaving Ship.

## FEBRUARY, 1918.

On the first of the month Commander W. W. Galbraith came aboard and took command. A general muster was called and the Commanding Officer read his orders and made an inspection of the crew and the ship.

On the 3d the order regarding free postage was published. On the 5th we went into dry dock for repairs and overhaul, covering a period of eight days. On the 14th we came out of dry dock and took on board 300 tons of coal.

While in port at this time liberty was granted practically every night, and visiting and theater parties were frequent.

On the 20th four men from the U. S. S. Castine came aboard for transportation to England, and on the 21st eight enlisted men of the Royal Navy, and two Russian prisoners, came aboard, also for passage north. We got under way at 10 A. M. with a convoy of

twenty-four ships, as follows: British S. S. *Bosnian*, *Baron Fairlie*, and *Scholar*; the Norwegian S. S. *Havna* and British S. S. *Carisbrook*, *Melanie*, *Redcap*, *Drammansciren*; the Norwegian S. S. *Fosli*, and the British S. S. *Tregothman*, *Fernandina*, *Dormira*, *Aviemoor*, *Argo*, and *Boscombe Chine*; the Norwegian S. S. *Lesseps*, the Italian S. S. *Legano*, the British S. S. *Gibel Haman* and *Globe*, the Norwegian S. S. *Maerodal* and *Petra*, and the British S. S. *Foreric*, *Neilrose*, and *Corby*. As escort through the danger zone there were the U. S. S. Destroyer *Bainbridge* and three British Q-boats, and two other vessels, torpedo boat destroyers, which left the convoy at 9 P. M. On the following day at 6 P. M. the remainder of the escort also left.

We had heavy weather through the 25th and 26th, and as a result of these conditions eleven vessels became separated from the convoy. On the 27th an escort came up, consisting of three British P-boats and eight trawlers. By this time, the weather having moderated somewhat, the convoy had reassembled, but on the day following it grew rough again, the wind reaching a velocity of 60 miles an hour.

Miles steamed during month, 1,717.1.

Days at sea, 8.

#### MARCH, 1918.

A fifty-mile gale blew through most of the first of March, causing several vessels to become separated from the convoy, but when the weather moderated in the afternoon the stragglers came back, and by night had regained their positions. At 12:55 of the 2d we left the convoy.

A few minutes after leaving the convoy, bound for Pembroke Dock, a submarine warning was received, giving the position where enemy was last seen 51 degrees, 40 minutes North, and 6 degrees, 23 minutes West. We continued at full speed on a zig-zag course, and at 8:10 P. M. moored in the harbor at Pembroke Dock. All passengers were landed.

On the 4th we coaled ship, taking on 150 tons. Liberty was granted every night, and a leave party also left the ship.

We got under way on the 7th, with thirty-three vessels in convoy, and eleven escort, accompanied also by a dirigible. The convoy was made up of the following: British S. S. *Sidlaw Range*, *Bendoran*, *Ardeola*, *Thorpe Grange*, *Asiatic*, *Benedict*, *Ludorer*, *Mercury*, *Quito*, *Opack*; the Russian, *Sineus*; Brazilian, *Gurnpy*; the British *Luchana*; the French, *Monlin Blanc* and *Hendavo*; the British, *Portsea*, *Norman Prince* and *Asturian*; the French, *Anglet*; the British, *Ellaston*, *Benwood* and *John Sanderson*; the Greek, *Dimitrios Pateras*; the British, *Liddlesdale*; the French, *Koalack*; the British, *Majestic* and *Arran Moor*; the Italian, *Lingino Accame*, and the

British, Baron Napier, Frank Parish, Eurymedon, Falernian and Bayramento.

On the 8th six vessels left the convoy bound for another destination. A mist, thickening at times to a heavy fog, made operations in convoy very difficult. On the 10th the escort left convoy and returned to base. During the day a number of radiograms brought submarine warnings, giving various positions where enemy had been seen. A submarine had been sighted at 39 degrees 40 minutes North, by 13 degrees, 8 minutes West. An enemy sub was reported active both to the east and west of Gibraltar Strait. Still another was reported seen in vicinity of 35 degrees, 30 minutes North, by 8 degrees, 15 minutes West. On the 12th four more of the vessels in convoy left for destinations.

On the morning of the 14th a vessel of suspicious appearance showed up on the horizon, heading for the convoy. General quarters was sounded, and while all guns were trained on the target, we made full speed toward her. Nearer approach showed her to be a collier apparently, and an interchange of signals showed her to be the Italian S. S. Volturmo.

After taking up our position with the convoy we received two submarine warnings probably referring to the same enemy sub. One of the messages was from position 35 degrees, 17 minutes North, by 12 degrees, 10 minutes West, and the other from 35 degrees, 12 minutes North by 10 degrees, 42 minutes West. Other messages referred to continued activities of enemy to the east and west of Gibraltar Straits.

On the 15th at 6:30 A. M. a danger zone escort of three Q-boats and a torpedo boat destroyer joined us. We fell to the rear of convoy and held target practice, firing 18 rounds from the four-inch guns, 19 rounds from the three-pounder, and six from the one-pounder, after which we resumed position at head of convoy, proceeding on our course. At 8:30 P. M. of the 16th we dispersed convoy in the outer harbor of Gibraltar, and moored a little later inside the breakwater.

We lay there for five days, taking on stores, 150 tons of coal, and giving liberty each night. On the 21st we received several passengers and left the harbor at 10 A. M. with a convoy of thirty ships, as follows: The American S. S. Seguranca; the Italian Arnaldo de Brescia; the British Gralben; the Italian Eugenia, the British T. R. Thompson, Grecaldy, and Newlands; the Norwegian Borghild and Granli; the American Carolyn; the British Alton; the Belgian Kasbeck; the British Brabandier; the Italian Orselo; the French La Bayonnaise; the Russian Krasnoyarsk; the Italian Alcana; the British Brighton; the Norwegian Havour; the British Pundit and Elswick Hall; the Russian Mogileff; the British Benavon and Capac; the French Maine; the British Appleby; the Italian Angelo Toso;

the British *Clematis*; the Italian *Enrichetta*; the French *St. Pierre*. We were accompanied by five vessels as a danger zone escort.

On the 22d the escort left us and we proceeded north, zig-zagging, at various speeds. A number of submarine warnings were received; some of these gave the enemy positions close to our course. On the 23d fourteen vessels left convoy and laid a course to the west, and on the 24th the French vessels *St. Pierre* and *La Bayonnaise* left on an eastward course. On the 26th we were joined by a torpedo boat destroyer, a Q-boat and eight trawlers; on the 27th the *Maine* left the convoy. On the following day we separated from the convoy and, with the *S. S. Newlands* and one trawler, proceeded towards Devonport. A heavy fog interfered somewhat with our progress, but we entered the harbor at Devonport in the afternoon, anchored and landed the passengers; moving later to moorings at the dockyard, where we lay, going through the usual routine, taking on 100 tons of coal on the 29th, and giving regular liberty.

Total mileage for month, 3,630.2.

Days at sea, 19.

#### APRIL, 1918.

We lay in Plymouth with liberty every night, and nothing of particular interest occurring until the 6th, when several U. S. Naval Officers came on board for transportation south. On the 8th at 8:30 we got under way, proceeding to Falmouth, accompanied by H. M. S. *H-1-A* and *F-0-3*, and British Dirigible *C-9*.



An Escort From Falmouth.

Here a convoy was assembling. We dropped anchor at 1 P. M., and on the following day, the 9th, at 8:15 P. M., we left with twelve merchantmen, and an escort of two torpedo boat destroyers, fourteen trawlers, and two dirigibles. The escort dropped off a few at a time, and at 7:15 P. M. of the 10th we took up station at the head of convoy which now consisted of the following vessels: British S. S. War Pointer, Albania, Mongolian, Archbank, Chelston, Dronning Maud, Atlantic City, Kolpino, Hampstead, Huntshead; the Swedish S. S. Einar, and the French S. S. Saint Andre.

We steamed south without incident until on the 14th we met the danger zone escort, H. M. S. Hollyhock, H. M. S. Royal Scot, and one P-boat; stood into Gibraltar and moored at 4:32 of the 18th. Soon after mooring, our passengers left us.

We were occupied the next few days with taking aboard needed stores and 165 tons of coal; with liberty as usual.

By the 22d a convoy of twenty-eight vessels had assembled, and at 12:12 of that date we left port with passengers for England. The convoy was made up of the British S. S. Veraston, War Dog, Cycle, Rio Pallaresa, Enishbrook, Treneglos, Nordnaes, Hawsker, Clearpool, Vela, Battinin Accame, Bankdale, Llangollen, Sizergh Castle, Mountby, Anne, Tellus, Troutpool, Alatruin, Resurrezione, Ottosverdrop, Glen Nevis, Alladdin, Begna, Ellin; the Greek S. S. Dimitrios Pateras, and the Russian S. S. Bessarabia, and the Norwegian S. S. Skule. Three Q-boats and two torpedo boat destroyers made up the danger zone escort, and left us at 12:55 of the 23d. A number of ships left us en route, going to various destinations according to their orders. The passage north was unmarked by any event of importance.

We reached Plymouth on the 29th and anchored there, but next morning moved to moorings at Devonport, where we coaled ship, taking on 150 tons of coal, after which a liberty party went ashore.

Days under way for month, 17.

Total miles steamed, 3,392.

## MAY, 1918.

Eleven days were spent in Devonport, the time being occupied with routine matters. Liberty was of practically daily occurrence; also a leave party spent four days in London. On May 10th we left Devonport at 1:25 in the afternoon and, in company with H. M. S. Garland and H-50, we dropped down to Falmouth, anchoring at 5:59 and lying there until the following evening at 5:35 when, with assembled convoy of sixteen merchantmen, we got under way for Gibraltar. The convoy was as follows: British S. S. Tiverton, Ambassador, Harden, Clan McNeil, War Daffodil, Ferugarth, Munarda, Morocco, War Pike, Alton, Eros, Stalhein, Roma, Datchet, Barrima, Toroneo. In the escort were two destroyers, eight trawlers



and one dirigible. At 8:30 P. M. of the first night out, the vessel at the rear of convoy reported that a torpedo had passed her stern.

A heavy mist came up on the 13th with a condition of very low visibility as a result. The escort left at 12:15 on this date, and we steamed south, dropping vessels from the convoy at various stages, as their destinations determined. On the 17th we were joined by H. M. S. Parthian with four Q-boats, and a little later a submarine wake was reported by one of the vessels. All vessels were warned, but there was no further evidence of the submarine.

We left the convoy at 4:08 the next afternoon, stood into Gibraltar harbor and moored inside the breakwater at 5:54. While at Base Nine this time we had the usual duties and liberties, taking on stores of all kinds and 151 tons of coal. Baseball, theater and visiting parties were organized during our stay.

With eleven passengers aboard, we left on the 24th at 7:32 A. M. for Plymouth, escorting sixteen merchantmen, British S. S. Royal Sceptre, Merchant Prince, Escallonia, Solverg Scotland, Albania, Kalumba, Baldersby, Liddlesdale, Venetian, Orator, War Flower, Hesleyside, Ferro, Induna; the French S. S. Saint Marc, and the Norwegian S. S. Dogfin. The additional escort were three Q-boats, two destroyers, and two torpedo boats. On the 24th several vessels separated from the convoy, continuing on a westward course, and at 8:30 the same evening the danger zone escort left and returned to Gibraltar. On the 30th a vessel was sighted; all preparations were made for action, but she was found to be the French S. S. Texas, lying to, out of control. We ran without other incident until joined by escort at 1:55 of the 31st. This was H. M. S. Liberty, Nerissa, and eight trawlers.

Days at sea this month, 17.

Total miles steamed, 3,566.2.

## JUNE, 1918.

Early in the morning of the 1st a lookout sighted a dead body. There was no wreckage or other sign of a disaster in that vicinity. We left the convoy at 3:30 of the 2d and proceeded to Plymouth, where we anchored, but a short while later moved to moorings in the harbor of Devonport, where we tied up at 10:07, and sent passengers ashore. Nothing occurred of particular interest during our stay there: frequent liberty was granted, and the time passed in the ordinary routine.

On the 19th we took on 200 tons of coal and left for Falmouth, in company with H. M. S. H-56 and H-36. While on this run we held all drills. We anchored at Falmouth at 2 P. M. of the same day, and got under way on the following day at 12:18 with a convoy of twenty-two merchantmen, as follows: British S. S. Chanda, Crane, Isle of Lewis, Highland Piper, Admiral Cordington, Janus, Clan

McMaster, Admiral Lazarev, Hmmsgulf, Glenbridge, War Buffalo, Gorse More, Gregory Apcar, Blakemoor, Arzilla, Norman Prince, Boveric, Atlai, Haxby, Ruysdael, Clan McFayden, and the Norwegian S. S. Tanafjord. An additional escort of two destroyers and nine trawlers accompanied us until the 23d, when they returned to their base at 1:20 P. M. The passage was without incident until we met the danger zone escort of two British destroyers, the Northeske and Kildumo, one P and one Q-boat, who joined us on the 26th at 2:05 P. M. We left the convoy at 5:10 P. M. of the 26th and moored an hour later at the coal dock in Gibraltar harbor. On the 28th we took on 160 tons of coal.

Miles steamed this month, 1,805-1.

Days at sea, 10.

### JULY, 1918.

We lay in Gibraltar until the 3d when, after taking on board fourteen ratings for passage, we got under way at 9:05 A. M., picked up the convoy of twenty-two vessels and an escort of one destroyer, two Q-boats and a P-boat, and put to sea. The convoy and escort was composed of the following vessels: British S. S. Narva, Forerix, Helredale, Renaston, Tressillian, Hannah, Sechergh, Wearbridge, Rownton Range, Gambia River, Inglesby, Eastville, Southborough, Tunstall, Lowmore, Flaminian, Elswick Hall, Carlow Castle, Carolyn, Ben Lomond; the American S. S. S. M. Fischer; the Norwegian S. S. Horsfjord. We ran until the 5th at 6:30 P. M., when ten west-bound ships detached themselves from convoy in accordance with orders; three hours later the escort left and returned to base.

We proceeded north without interruption or incident other than heavy weather, until joined on the afternoon of the 10th by H. M. S. Loyal and Mosquito, in company with a French sloop and a steamer, the last named two of which, however, being on a different course from our own, had soon left us.

11:59 P. M. July 12, 1918.

From: Commander in Chief, Devonport.

To: Sacramento.

Area three miles radius  $49^{\circ} 42''$  N.  $0^{\circ} 58''$  W. is dangerous owing to mines. 1159.

On July 12 at 11:59 A. M. we left the convoy and made full speed on a zig-zag course towards Plymouth, which we reached that evening at 6:55, moving to moorings at Devonport an hour later.

On the 15th we took on 175 tons of coal. On the 21st twenty-three enlisted men of the U. S. Navy came aboard for passage to Base Nine, and on the next day at 1:50 P. M. we ran towards Fal-mouth in company with H. M. S. Midge and Nereus. A heavy fog settled down before we reached our destination and we suffered some delay, having to move very cautiously on account of extensive mine

fields about the entrance to Falmouth harbor, and being forced to anchor outside the entrance until next morning, when we went inside.

We left for Gibraltar on the 23d at 4:55 P. M., with a convoy of eighteen ships, as follows: British S. S. Stockwell, Highland Prince, Cape Castle, Ambassador, Katanga, Barlby, Persian Prince, Eden Hall, Subadar, Sumatra, Queen Alexandria, Liddlesdale, Burnholme, Clan McMillan, Holywell, Gwladys; the American S. S. Falls City, and the Russian S. S. Grae Strogonoff. The escort was two British destroyers and eight trawlers. On the 25th the escort left us to join a convoy which was sighted going north—escorted by the U. S. S. Birmingham.

At 7:05 on the evening of the 25th a submarine was sighted by the steamer Subadar. We left our position and, with the crew at battle stations, and all lookouts doubled, made every effort to locate submarine, but without result. The next day the decoy ships, the Hollyhoek and Falls City, took up positions zig-zagging at the head of the convoy.

At 3:05 on the afternoon of the 27th lookouts on the Sacramento saw a column of water rise alongside the Subadar.



S. S. Subadar Awash.

The Sacramento immediately swung and made all speed in her direction. She had turned toward starboard and was lying with her port side to the convoy, probably out of control. Our position, at the time of the incident, was forward of the convoy, on the port bow, while the Subadar was astern on the port quarter. A moderate sea was running, and white caps were plentiful; the visibility was good. We circled the wreck—which was now sinking by the stern—keeping a

lookout for any sign of the submarine, and dropping depth charges where there was the appearance of an oil trail on the surface. The crew of the torpedoed vessel were abandoning ship in their boats, and were being taken care of by a trawler which had lay to near her.

A thorough patrol of the vicinity occupied us about one and one-half hours, during which time the survivors had been taken aboard the trawler. The convoy was well toward the horizon steaming ahead at full speed. We left the wreck dipped but still afloat, and made best speed to rejoin the convoy. At 5:58 one of the vessels opened fire on what was taken to be a submarine but, it was learned, without results. By 7:15 we had resumed our position.

Only three of the Subadar's crew of ninety-one men lost their lives. One of these, R. N. R. Gunner R. L. Pinching, had abandoned ship with a life preserver, but was suffocated in the choppy seas. He was seen from the decks of the Sacramento, and Ensign White went over the side and brought him aboard, apparently in a lifeless condition. Prolonged efforts were made to revive him, but with no success, as he had been in the water about an hour. Funeral services were held the same evening.

We steamed south without further incident until joined at 1:25 P. M. of the 28th by H. M. S. Northeske, Woodnut, and Hollyhock, and later by two Q-boats.

On the 30th we reached Gibraltar harbor and moored at 8:28. We coaled on the same day, taking on 124 tons. The remainder of



Laundry at Work.

the month was occupied with taking on stores, and the ordinary routine while in port.

Days at sea this month, 19.

Miles steamed, 3,862.3.

## AUGUST, 1918.

The first seven days of August we passed at Gibraltar, with routine and baseball, swimming, theater parties, and liberty. At 5:45 A. M. of the 8th a fire was observed on the U. S. S. Surveyor. Our fire and rescue party went over but found the fire under control, so returned at once.

We got under way the afternoon of the 8th at 3:54, taking out a convoy of nineteen vessels. The danger zone escort was composed of one destroyer, a torpedo boat, two Q-boats and one trawler. The vessels in convoy were the British S. S. Luchana, Carib Prince, Medomsley, Ryburn, Highcliffe, Venus, Larchgrove, Alston, Albert W. Selmer, Tregothnan, Astrea, Flixton, Cornish Point, Panama T'Port, Linton Grange, Olivant, and the Norwegian S. S. Aagot and Arley. One of these was forced to put back into port on the first night out, due to damage sustained in a collision; it was an unusually dark night, and visibility poor.

During the early morning hours of the 10th the danger zone escort left us and returned to port, and a little later five westbound vessels also separated from the convoy. On the 11th we sighted a steamer with a dark object low in the water close by her. The crew were called to general quarter stations and we headed for her. She proved to be the U. S. S. C-1213 with U. S. S. Submarine K-2 in tow.

On the 14th we left the convoy with the danger zone escort which had come up, and proceeded toward Plymouth, being escorted by a seaplane and a dirigible throughout the 16th. At 8:55 A. M. of the 17th we moored alongside the dock at Devonport, moving later into a basin for a change of armament and a general overhaul. A new battery of three four-inch, fifty calibre guns was installed.

On the 29th we took on 228 tons of coal, and on the day following received thirty-four men for transportation to Base Nine. Ammunition for new guns was taken aboard, and at 1:59 P. M. we got under way for a test of the battery. Four rounds were fired from each of the new guns with good results, after which we returned to Devonport. On the 31st at 2:27 P. M., we dropped down to Fal-mouth and anchored there at 7:07 P. M.

Total days at sea during August, 11.

Miles steamed, 2,055.2.

## SEPTEMBER, 1918.

On September 1st we got under way with a convoy of seventeen vessels, the British S. S. Marthra, Liverno, Belbergan, Dalrazan, Weardale, Teenkai, Visigoth, Isle of Lewis, Neva, Thomhill, Ellorie, Shegnese, Mt. Snowden, Holm Island, Arzila, Foreric, Min, and the Norwegian steamers Senator and Admiralden. With us as ocean escort for the entire passage were H. M. S. Craigie and Ponty Pool and E-54. The danger zone escort, which turned back at the end of the second day, were H. M. S. Gawford, Unity, nine trawlers, and a tug. On the 4th two steamers detached themselves in order to proceed as ordered to destination.

On the 5th it was necessary to get medical attention to the Commanding Officer of the Liverno, who was seriously ill. Surgeon Quinn, with Chief Pharmacist's Mate Faigelman, were put aboard her, the former returning to the Sacramento after a short visit and the latter remaining to continue the treatment for the remainder of the passage. On the 6th one steamer left the convoy for Lisbon. A submarine warning was received at 7:06 P. M., giving location of submarine when sighted.

On the 7th we were joined by U. S. S. Decatur, H. M. S. Narcissus, and H. M. S. Grangemouth. We continued without incident until reaching Gibraltar harbor, where we moored at 3 P. M. of the 8th.

Every opportunity for rest and recreation was given the crew while lying in Gibraltar at this time. The moving picture outfit was busy every night when weather conditions permitted performances on the quarterdeck, and these owed considerable of their enjoyment to music by the ship's string orchestra. The evening of the 18th we entertained a party of forty Japanese Officers and men at one of these performances. The following letter of thanks was received from the Commanding Officer of the Japanese destroyer "R":

H. I. J. M. S. "MOMO,"  
Gibraltar, 19th September, 1918.

Sir: I beg to express my hearty thanks for your kindness extended to our officers and men last evening, and have the honour to inform you that they utterly enjoyed it and were greatly pleased to have been welcomed by all your officers and men. I believe our admiral at Malta will surely be pleased very much to hear that.

With best wishes to you and your officers and men, I have the honour to be, Sir,

Your obedient servant,

R. FURUKAWA,  
Senior Commanding Officer,  
Japanese Destroyers.

The Captain,  
U. S. S. Sacramento.

An event of unusual interest was a military ball given by the crew at the Assembly Rooms ashore on the 25th. Every detail of decorations, music, and refreshments was worked out by a committee

selected from the ship's company. The affair was attended by officials of all the Allied Powers, represented in Gibraltar, with their wives and daughters, and by many of the civil populace of the Rock.

On the 20th we entered dry dock for general overhaul and repairs, passing the remainder of the month there.

Days at sea this month, 8.

Miles steamed, 1,756.6.

### OCTOBER, 1918.

On October 1st we left the dry dock and moored alongside the mole, continuing necessary repairs and overhaul until the 13th. On the 5th 259 tons of coal was taken aboard. On the 14th we went outside the harbor for a test of machinery, which proved satisfactory, and we returned to our moorings.

At 5:45 P. M. of the 16th we got under way with the following ships in convoy: British S. S. Sperima, Alfenas, War Valley, Hill House, Albatross, Southville, War Panther. The escort was made up of the Sacramento and five other vessels. We took an eastern course, and without incident reached Bizerte on the 20th, anchoring there at 10:58 A. M.



A Street in Bizerte.

Tunis, of which Bizerte is a principal port, has been under a French Protectorate since 1881, resulting in considerable prosperity for the country. The population is largely native Arabic and Moorish, the Mohanmedan is the established religion. The nominal head



A Street in Genoa.



A Scene in Genoa.



of the government is the native Bey, but actual administration of affairs is largely in the hands of a mixed commission of Frenchmen and natives. At the time of the Sacramento's appearance there Bizerte was a reorganization center for many thousands of Serbian soldiers, brought in by the French when Serbia was overrun by the armies of Germany and Austria. The town was also a base for naval and air operations by a French force, and the United States was in course of establishing a base for mine layers and mine sweepers at the time of our visit.

We lay in Bizerte only twenty-four hours, during which liberty was granted, and at 10:21 A. M. of the 21st got under way with a convoy of ten ships: British S. S. Baron Foerlie, Butetown, Chat-tan, Capae, Stork, Frank Parish, Ardoyne, War Crag, San Gristo, and Caterina, with the same escort that came down with us.

On the 22d Lieutenant J. T. Stringer (M. C.) and Chief Pharmacist's Mate Faigelman went aboard the Wenonah and brought back with them J. Turner, first class fireman, who was very ill with pneumonia. All efforts to save him were unsuccessful; he died the same morning. The crew was mustered on the quarterdeck and he was buried with full military honors. Lieutenant Commander G. J. Me-Millin presided at the ceremonies.

We came into Gibraltar on the 26th and moored at the coal docks where we took on 193 tons on the following day. The remainder of the month was passed in usual routine, with liberty and baseball parties each day.

Miles steamed in October, 2,156.4.

Days at sea, 12.

## NOVEMBER, 1918.

We got under way on the 1st of November at 2 P. M. when, in company with H. M. S. Sapphire II, U. S. S. Paducah, the British trawler Altain, and a convoy of thirteen ships, we passed out of the Strait on an eastern course. The convoy was made up of the following vessels: British S. S. Verdun, Cornish Point, Cape Breton, Tambor, Arpadne, Irene, Bechuana, Romera, Menapian, Pathan, Millais, and Mattawa, and the American steamer Pathfinder, and Norwegian Havur. After an uneventful passage, running part of the time in a moderate gale, we arrived off Genoa on the evening of the 6th and stood off and on until the next morning, when we entered the harbor and anchored.

The city of Genoa is a very prosperous industrial and manufacturing center, with a large and varied import and export business. It is on the eastern side of a semi-circular bay at the head of the gulf known as Western Riviera, and lies at the foot of a steep range of the Appenines, by which it is completely enclosed. From the Bay the city presents a beautiful panorama, by reason of its varied architec-

ture and the many colors used in the decorations of its buildings and palaces. There is an old city of irregular and very narrow, steep streets, and a part of the town of later construction, in which the streets are broad and regular.

The Cemetery of Campo Santo is universally noted for its fine statuary. Among the principal edifices of the city are the Ducal Palaces, the Cathedral, University, Royal Colleges and Naval Schools. There is also a number of convents and about fifty churches.

Genoa has been, through most of its history, the capital of a commercial republic. It was captured by the French in 1797 and ceded by them in 1819 to the King of Sardinia.

Although in for only about twenty-four hours practically the whole of the ship's company had opportunity for liberty ashore.

We got under way with a convoy at 9:15 A. M. of the 8th. The following vessels were in convoy: British S. S. Buckleigh, War Wag-tail, Armando, Marina, Sama, Strat Kearn, Ignassu, Komsk, Ceunterden, Ryde, and the Norwegian steamer Tanofjord. On the 11th several vessels left convoy under orders.

On the 12th at 7:40 A. M. a message was received by radio from Gibraltar stating that an armistice had been signed by warring powers, and ordering that convoy be dispersed.

8:40 A. M. Nov. 12, 1918.

From: S. N. O. Gibraltar.

To: ALL ALLIED SHIPS AND STATIONS.

Armistice has been signed by Germany, and hostilities to be forthwith suspended. All precautions against attacks from submarines are still to be maintained by men-of-war, both in harbour and at sea. Enemy submarines on the surface should be treated as peaceful unless hostile action is observed.

10:15 A. M. Nov. 12, 1918.

From: S. N. O. Gibraltar.

To Sapphire H. M. S. II and Sacramento.

Disperse convoy and proceed independently to Gibraltar. Merchant vessels to return to dim navigation lights. 1000.

We accordingly proceeded independently and at full speed toward Gibraltar, arriving there at 5:59 P. M., but finding it necessary to anchor outside the breakwater on account of a fire on board the American S. S. Ophir. On the following morning we moved into the harbor and anchored at 11:10 A. M. We coaled ship and stood by awaiting orders.

On the 18th we got under way for Bizerte and proceeded with ship darkened at night and guns loaded the same as usual. We reached port on the 21st, sent a liberty party ashore, and lay there until the following afternoon when, with a party of seventy-two men from the U. S. Mining and Bombing Base, together with their supplies and stores, we left again for Gibraltar.

On the night of the 24th we exchanged signals with H. M. S. Coreopsis, who was standing by a derelict. We changed course, and



The Cathedral in Bizerte.

on the morning of the 25th we sighted the derelict, came to close quarters, discharged two Y-gun depth charges and fired seven service shells from the four-inch guns in endeavor to sink the wreck. We then delivered two depth charges to the Coreopsis and continued on our course.

We reached Gibraltar and moored at 7:05 A. M. of the 26th, sent draft ashore and lay there with usual port routine. On the 29th we transferred twelve men to the U. S. S. Nahma for further transfer to U. S. S. Scorpion at Constantinople. On the 30th the Japanese cruiser Aduma arrived at Gibraltar. On the afternoon of the same day we got under way at 1:28 for Lisbon, Portugal.

Days at sea during November, 22.

Miles steamed, 4,055.1.

#### DECEMBER, 1918.

We entered the river Tagus on the morning of December 2d and proceeded up the stream to Lisbon, where we moored at 1:15 p. m., giving liberty until the morning of the 4th.



A Park in Lisbon.



A Plaza in Lisbon.

The city of Lisbon, capital of Portugal, lies on the northern bank of the Tagus, about seven miles from its mouth, and covers about four miles along the river's banks. The new city is that part built on the ruins caused by the earthquake of 1775. Here the streets are broad and parallel, and the best of the city's shops are in this locality. The principal streets terminate in a handsome square called the Ptaco De Comercio, on one side of which is the Tagus, on another the Arsenal, on another the Custom House, together with the Exchange, Royal Library and other public buildings, the whole presenting a handsome prospect from the river.

Lisbon carries on an extensive trade in silks, paper, leather, sugar, and soaps, and exports wines, cork, fish, oils and many other products. The population is five hundred thousand.

Liberty was given to all the ship's company, and on the morning of the 4th at 10 o'clock we got under way for Gibraltar, making our best speed, and arriving there at 1 P. M. of the 5th. We lay here taking on coal, supplies of all kinds, and giving liberty, preparatory to our homeward voyage.

On the 11th we got under way at 8 A. M. and passed out of the harbor with Homeward Bound pennant flying, cheered in turn as we passed them by each of the Allied crews lining the rails of their



Borges Garden, Ponta Delgada, Azores.

vessels. Just outside the breakwater lay the launch of H. M. Harbor Master Captain Stephersson, R. N., who called out as we passed, "God speed and good luck." He was answered with a cheer from officers and men, by whom he is held in the greatest esteem and respect.

With us were the U. S. S. Paducah, Manning, and Wadena. We laid a course for the Azores and proceeded without incident other than routine duties until the 15th, when we arrived off Ponta Delgada at 4:45 P. M. It was not until the following afternoon that we took a pilot aboard and went into the harbor.

Liberty parties left the ship two days of our stay there. On the 18th we took on 95 tons of coal from the U. S. S. Nereus. On the afternoon of the 19th at 4:30 we got under way with the same vessels mentioned above, and in addition the destroyers Dale and Decatur, laying a course for the Bermudas.

We were impeded and delayed by rough weather, arriving at Bermuda on the 29th at 2:35 P. M., and moved alongside the U. S. S. Lake Ontario, where we took on 180 tons of coal. On the 31st we moved to an anchorage and finished the year with a field day.

During the past year the crew of the Sacramento subscribed to the Third Liberty Loan the sum of twenty-three hundred dollars, and to the Fourth Liberty Loan the sum of sixty-four hundred dollars, the latter an average of over thirty-eight dollars a man in a crew of one hundred and sixty-five.

Miles steamed this month, 4,192.6.

Days at sea, 22.

## JANUARY, 1919.

We left the Bermudas on the last lap of our return journey on January 1st at 8:30 A. M.

On January 7th, when only one day out of our destination, Wardell Pinkney, Cabin Steward, died. He was taken aboard in Gibraltar seriously ill and was to have been transferred to the hospital on arrival in port.

At dusk of the 7th we entered the Mississippi River and at 10:30 P. M. anchored at Pilot Town. On the following morning we got under way and proceeded up the river to the Navy Yard, where we anchored at 4 P. M., thus bringing our war service to a close at almost the same spot where they began one year and nine months before.

During the time the Sacramento was on this duty we spent three hundred and forty-three days at sea, cruised sixty-three thousand, six hundred and forty miles, and convoyed four hundred and eighty-three ships, besides spending many days on patrol duties and answering calls of various kinds.



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